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[a592]

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Hongkong, 29th April 1908. [a527]

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[a46]

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Hongkong, 17th June, 1909. [a33]

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Hongkong, 4th June, 1909. [a35]

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Hongkong, 16th October, 1907. [176]

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Shanghai, 11th June, 1909. [a378]

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Hongkong, 22nd June, 1909. [a41]

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[a42]

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Hongkong, 24th July, 1908. [a651]

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[a45]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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[a1623]

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Swatow, 1st April, 1909. [a552]



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Hongkong, 29th April, 1909.

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The Daily Press.

HONGKONG, JUNE 30TH, 1909.

The Reports of the Royal Commission on Shipping "Rings" (a lengthy summary of which appeared in our Monday's issue) are naturally of considerable interest to the mercantile communities in the Far East. This Commission was appointed nearly two years ago to inquire into the operations of the Shipping "Rings" or Conferences generally, more especially into the system of deferred rebates, and to report whether such operations had caused or were likely to cause injury to British or Colonial trade, and, if so, what remedial action, if any, should be taken by legislation or otherwise. The result of these labours is two elaborate Reports—Majority and Minority Reports—which do little more than give to the world a description of the operations of the "rings" and suggest systems of control, short of legislation, to check the admitted disadvantages which are inherent in monopolies of all kinds. Even the Majority could not avoid the conclusion that a Shipping Conference making use of a system of deferred rebates does possess, so far as the shipper of general merchandise is concerned, a limited monopoly; but they considered that where a regular and organised service is required, the Conference system, fortified by some tie upon the shipper, is, as a general rule, necessary. They attribute to the system the advantages "which are usually associated with monopoly, viz. organisation, economy in production, avoidance of wasteful competition owing to duplication &c.," but they are constrained to mention that the system

also has its disadvantages, which they do not specify but refer to as "those which are usually inseparable from a monopoly not subject to control." The Majority adopt as their main recommendation the suggestion that "all that is required to check abuses of the Conference system is that the shippers and merchants in a given trade should form themselves into an association, so that they might be able to present a united front to the Conference when any controversy arises." Verily, the mountain in labour has brought forth a mouse! Substantially such associations have existed, and in the very nature of the circumstances, must always exist. The

Minority Report differs from the Majority Report in that it dissents from the findings of the former as to the advantages claimed for the Shipping Conference and the deferred rebate system. The Commissioners who form the minority say that the Majority Report "overstates such advantages, erroneously attributes some of them to that system and does not give sufficient weight to the disadvantages resulting therefrom or to the dangers incident to the system." Among the conclusions at which the Minority arrive are these: that the Conference system was introduced in the first instance with the object of raising rates or preventing their fall, and diminishing competition; that it has been successful in raising or keeping up rates; that the public have, as a rule, to pay higher rates of freight than they would pay in the open market; that the system has been injurious to "tramps," the strongest element in the British mercantile marine; and it leads, as to them, to waste and to higher rates of freight; and they declare also that there is no evidence that the system has appreciably increased regularity of sailing or greatly improved the quality of steamers, "but it has tended to bring about equality and stability of rates."

Though the Minority thus flatly declares against the results arising out of the Shipping Conference they are not prepared at present to recommend legislation on the lines of the Sherman Act, and consider that any legislation short of that would be ineffectual. Consequently their recommendations are much on the lines of the Majority Report, but with largely increased powers to the Board of Trade ensuring the results of official inquiries being promptly brought to the notice of Parliament. In short, the Minority rely strongly on the effect of full publicity, which has not hitherto existed, as to the working of the Conferences. Sir DAVID BARNES, one of the Commissioners, is of opinion that a check could be applied sufficient to protect the public interests without at the same time involving such an amount of interference with the business of the shipowners as to make the continuance of the Rings impossible, and that is a view which must force itself strongly on whoever reads the recommendations which the Commissioners have made. It now remains for the Government to take some action on these Reports, and the publication of the regulations which must result from the presentation of these Reports will be awaited with eager interest in shipping and mercantile circles.

It is of interest to note in this connection that final judgment has quite recently been rendered in the United States Circuit Court in an action started six years ago against the South African "Shipping Ring" by a firm of exporters who shipped goods by outside steamers as well as by those of the "Ring," and consequently disqualified themselves to claim deferred commission in respect of their shipments by "Conference" steamers. They sued the lines concerned for damages sustained, claiming that they had been deprived of \$5,560. The final court of appeal has now held that the Conference system is in restraint of competition in foreign commerce and contravenes the Federal Anti-Trust Statute, and under section 7 of that statute the plaintiffs are entitled to recover treble the damages sustained. A verdict was given in their favour for \$25,180. We cite this judgment as adding force to the finding in the Minority Report that the Conference system "gives a country, such as the United States, in which the system is illegal, an advantage as compared with the United Kingdom."

On Monday afternoon a passenger on the Yammatt ferryboat jumped overboard and was drowned.

A letter dated the 9th inst. from London via the Siberian route was delivered yesterday in Hongkong, 20 days in transit.

The Douglas Steamship Co. announces a reduction of 20 per cent. on first class fares to Foochow during the months of July, August and September.

A Chinese widow, residing at 192 Hollywood Road, reports to the police that yesterday while she was asleep in the house someone stole from her person ten \$10 notes and a promissory note for \$500.

The English, French and German Mails of the 29th, 25th May and 3rd June were delivered in London on the 22nd inst.

Mr. S. A. Seth, secretary of the Dairy Farm Company, leaves for home to-day by the Hiran Maru. Last night he was the recipient of a handsome dressing case and other articles presented in recognition of his valuable services as treasurer to the Victoria Recreation Club.

The manager of the Kwong Wo Loong firm, 356, Queen's Road Central, has informed the police that he has received private telegrams from Shanghai intimating that a man named Ng Pak Tong has embezzled \$43,000 and absconded. He suspects that the man has come to Hongkong.

Our London correspondent writes:—I learn that Mr. and Mrs. Laurence Gibbs will leave in a week or two on their return to the Colony and will go, as they came, by way of Siberia, having been highly pleased with their overland journey. Instead, however, of going by rail to Moscow they will this time proceed to St. Petersburg by steamer.

His Excellency Kao Erh-chien, Chinese Commissioner to the Macao Delimitation Conference, accompanied by Mr. Harris, Chinese Commissioner of Customs, called on His Excellency the Governor yesterday, and afterwards called on the Portuguese Consul, subsequently visiting the other Consuls during the day. It is not expected that the Conference will commence its sittings before Monday. General Machado, the Portuguese Commissioner, returns from Macao to-day.

"Our share in the Shire Line, which trades from London to Ceylon, the Straits Settlements, China and Japan, is (said the Chairman of the Royal Mail Line) gradually developing, and this Company is in a position to take advantage of any improvement in the trade of the East, or any great awakening of China, which many people foretell, which, of course, I fully realise may be many years coming about, but undoubtedly China is being gradually opened up with railways."

When the Austrian Lloyd steamer *Erheroy Franz Ferdinand* arrived here from Shanghai, a man who was being conveyed to Austria on a charge of forgery was brought before Mr. Hazeland at the Magistrate's Court on Saturday and remanded in goal until yesterday morning, when he was handed over on another order to the Secretary of the Austro-Hungarian Consul, who, accompanied by Det. Inspector O'Sullivan, conveyed him on board the ship, which left here yesterday.

The *Singapore Free Press* in a leading article on the discussion which has taken place in the Hongkong Legislative Council on the Opium Bill, says:—"Like Hongkong we shall need to protect against changes in systems, or practice, which diminish our revenue by being too easily adopted. And we, too, may need to ask for Imperial assistance to augment our sources of revenue, destroyed by the action of the friends of the present Government. The experience of this Colony, in the past, of the Colonial Office combined with the Treasury, has not been so satisfactory as to lead us to accept unhesitatingly the principle of 'sacrifice the revenue and trust to us afterwards to make it up.' That is what the Hongkong members were asked to do, and they naturally objected."

Colonel Bruce, the Superintendent of Police at Shanghai, mentions in his report that there are a great many unemployed foreigners in Shanghai; so many that their number "would come as an unpleasant surprise to many people." There seem to be three classes of them: Unemployed, honestly so-called, who would work if they had the chance; Unemployed who don't want to work at all so long as they can find other people to keep them, and whose designation should rather be Unemployable; and lastly growing youths, mainly Eurasian, who require to be strictly and constantly supervised in order to keep them out of mischief, and I regret to say, at times out of crime." Larceny and obtaining goods under false pretences figure amongst the chief crimes of which these youths are guilty. How to secure these boys a chance to live respectable lives is, the report says, a matter for the community rather than the police.

## THE FORTHCOMING CAT SHOW.

Although the announcement has been made in several local newspapers, it does not seem to be generally known that a Cat Show is contemplated at a not remote date. It is believed that the idea came from His Excellency the Governor, and the matter is now in the hands of the Sanitary Department. What steps they have taken in the matter have not transpired, but we are informed that a committee representative of both sections of the community has been appointed to make arrangements.

Of course there can be no prize without a prize fund, and though the prizes awarded will not be large or valuable it nevertheless entails a considerable sum of money to provide the prizes. Subscriptions to this prize fund are to be invited, and doubtless there should be a good response from our wealthier citizens.

Our representative made inquiries yesterday and learned that the matter is being seriously taken up. He was told that the cats would be judged on certain well defined distinctions which indicate certain characteristics. For instance, a certain shaped head betrays cleanliness, and other points can be judged in a similar way. Having in mind the Board's idea of the value of cats as rat destroyers, he asked if there would be any awards for good rat-killing, and he was further informed with a smile, that the qualities of the felines in this direction would be tested by properly organised rat-hunts. If that be so, there can be little doubt of the success of the forthcoming exhibition from the public standpoint. Such rat-hunts will be sure to draw large gatherings.

## TELEGRAMS.

[Protected by the Telegraphic Messages Copyright Ordinance 1894.]

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE WELLMAN POLAR EXPEDITION.

LONDON, June 29th.

Mr. Wellman's balloon shed at Spitzbergen has been blown down in a gale, and it is doubtful whether the expedition will start for the Pole this year.

## THE MARSEILLES STRIKE ENDED.

LONDON, June 29th.

The strike of naval Reservists at Marseilles has terminated and the mailboats have resumed their calls at the port.

## THE BRITISH HOME FLEET.

THE RESULT OF THE INQUIRY.

LONDON, June 29th.

The "Daily Mail" says it is understood that the findings of the Subcommittee on Imperial Defence with regard to the statement submitted by Lord Charles Beresford dealing with the readiness (or unreadiness) of the Home Fleet, justifies the Admiralty. It is doubtful whether the Report will be published.

## PRINCE BUELOW.

LONDON, June 29th.

It is expected that Prince Buelow will resign the Chancellorship within a fortnight.

[FROM THE "CHUNG NGOI SAN PO."]

## VICEREGAL CHANGES.

VICEROY CHANG TRANSFERRED.

PEKING, June 29th.

H.E. Tuan Fang, now Viceroy of Nanking, has been appointed Viceroy of Chihli.

H.E. Chang Jen Chung, now Viceroy of the Two Kwang Provinces, has been appointed Viceroy of Nanking.

Yang Shu Fan, now Governor of Shantung, has been appointed Acting Viceroy of Canton, and Shun Pu Ki is appointed to act as Governor of Shantung.

## CANTON.

[FROM OUR CORRESPONDENT.]

27th June, 1909.

A JAPANESE MURDERER.  
It appears that the foreigner who was murdered at a village in the Tsang Sheng District was a Japanese travelling agent. It is reported that he was representing a firm of Japanese chemists and druggists. The Japanese had a coolie with him who was carrying his luggage; the villagers murdered both of them and threw their bodies into the river. The Japanese Vice-Consul and several deputies of the Viceroy are investigating the matter.

## PURCHASING A STEAMER.

The Viceroy is negotiating with a German firm here for the purchase of a steamer which will run to and from the Parcel Islands. The vessel, which is now anchored off the Shamen bund, has been inspected by Admiral Li Tsun.

## COMPENSATION TO MISSIONARIES.

A few days ago \$1,500 was paid over to the United States Consul-General here by the Chinese Government as compensation for the destruction of a missionary house-boat by a mob in Koon Yow some time ago. The matter was settled by the Peking authorities and the United States Minister.

## INFANT "ANTI-CHRIST" TRAMPLED TO DEATH.

SUPERSTITION IN RUSSIA.

The forty-Russian peasants who were charged with the murder of a two-year-old boy, whom they trampled to death in the belief that he was "Anti-Christ," and as such, responsible for the failure of their crops, have just been tried. All were acquitted except the instigator of the crime, who, says Reuters' St. Petersburg correspondent, was found to be suffering from religious mania.

The killing of this baby boy was one of the most remarkable cases of superstition recorded in modern times. Firmly convinced that the child's presence in their village was the cause of the failure of their crops, the peasants held a council, branded him as "Anti-Christ," and, with the consent of its father, trampled it to death, the mother being the only person to protest.

## SUPREME COURT.

Tuesday, June 29th.

IN APPELLATE JURISDICTION.  
[BEFORE THE FULL COURT.]

## A COMPROMISOR'S LIABILITY.

The appeal was continued against the decision of the Chief Justice in the action in which Messrs. S. J. David and Co. proceeded against their compromisor, Chan Ut Chin, to recover \$648,816. Messrs. D. MacNeil and C. G. Alabaster, instructed by Messrs. H. J. Gedge and A. Jackson (of Messrs. Johnson, Stokes and Master), appeared for the appellants (plaintiffs), while Hon. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. J. Scott Harston (of Messrs. Ewens and Harston), represented the defendants.

Mr. MacNeil proceeded with his argument. The points he wished the Court to have in its mind when it came to the construction of the agreement were—First, that it was a simple ordinary transaction; second, that the documents setting forth that transaction were prepared by an experienced and capable draftsman; third, that the parties were a firm and a compromisor; fourth, that the compromisor was engaged by the firm upon condition of his executing the mortgage and agreement; fifth, that the mortgage and agreement contained an enumeration of the compromisor's duties, because (1) it was impossible to say that they were fully enumerated in the agreement, and (2) because one of them was enumerated in the redemption clause, namely, the duty of paying Chinese losses; Sixth, that inasmuch as the firm would not engage a compromisor except upon condition that he entered into this mortgage and agreement it might be assumed that they considered his doing so would make it a little more certain that he would perform his duties if they allowed him to take them up. In fact, the terms of the mortgage and agreement did make it a little more certain that the compromisor would perform his duties, the conclusion being that this mortgage was intended to secure the performance of the compromisor's duties. Those were the points Counsel desired their Lordships to have in mind when they came to consider the documents. It was not stated that the firm asked the compromisor to be their compromisor.

The Chief Justice—There is this fact, if the firm did not get this compromisor they would have got another on the same conditions. I don't think that aspect can be overlooked.

The Puisne Judge—There is one other point, and I don't know whether it was touched on in the Court below. It occurs to me that apparently these losses took place at a time when, so to speak, the bottom had dropped out of the market. Can you assume that he intended to secure the firm in all their contracts, or was it not intended to secure them against the default of occasional customers?

That into it. These agreements were drawn up in contemplation of the ordinary course of business. That was to say, a man put up a small security to do a big business which everyone hoped was going to be done profitably. But a time of sudden disaster was liable to come, and then it was that the security proved totally inadequate. He quite understood what the Puisne Judge meant, and agreed with it, but these deeds were drawn up in contemplation of the ordinary course of business, and the ordinary course of business must involve the possibility of sudden disaster. Coming to the first point of construction, Counsel said he was prepared to maintain that this mortgage contained an absolutely unambiguous covenant to pay the losses under Chinese contracts, and for this simple reason that the mortgage contained an enumeration of the compromisor's duties, and "duties" meant things which the compromisor was bound to do, and if he chose to state in an agreement or a mortgage what his duties were he was compelled to perform his duties.

If a man entered into the service of someone else to perform certain duties (the arrangement might be verbal), he undertook to do those duties when he entered that man's service. If, on the other hand, a party embodied the arrangement in writing, the duties were undertaken in writing just as they would have been undertaken verbally in the first mentioned case. He maintained with great confidence that the compromisor had undertaken expressly and without the smallest shadow of ambiguity to pay the losses incurred on Chinese contracts. If more was required, the mortgage deed gave express power to demand from the compromisor the payment of Chinese losses. He would submit, further, that there was an equally expressed undertaking, quite free from ambiguous terms, in clause 8 of the agreement.

Mr. MacNeil, proceeding after this, said the words in clause 8 of the agreement, "as aforesaid," required an absolutely rational meaning. They had, as far as he knew, no meaning in English except as mentioned above "and already referred to." Their Lordships might think he had not referred to them, but he said he had, and it was for the Court to say whether any words in that clause justified his statement that he had mentioned them.

Mr. Alabaster said he would proceed to the points his learned friend had left untouched. The first of those was that the learned judge in the Court below had finally decided to ignore an admission in the bankruptcy proceedings on the ground that there was a well-known rule where an agreement was reduced to writing that evidence obtained was an admission. It was quite true that that was a general rule, but like many general rules it had exceptions, and there were two in this instance. The first was with regard to consideration found where a document which contained a contract between the parties expressly stated that there

was no consideration, yet they were allowed to go elsewhere to prove there was consideration. The other exception was with regard to admission. The whole idea of a mortgage was to secure some obligation, and it could not be compelled to do any more than that. The effect of the judgment in the Court below was that these documents were meaningless.

The Chief Justice—I don't think that is the effect of it. Sir Henry Berkeley, proceeding, told the Court it was well to remember as the outset the nature of this claim which the appellants made against the respondents. It was that the respondents should be liable for the debt or default of a third person. Such a liability was one which must, under the Statute of Frauds, be imposed by a writing—some written agreement or some memorandum in writing to testify to the agreement imposing the liability. In the covenant there was no implied liability to pay the debt of a third person unless that implication arose out of necessity from the construction of some written agreement or what was equivalent thereto. It was therefore at the outset clear that no such liability could be imposed. They had nothing to do with the business relationship of the parties by construing an agreement by which one sought to make the other liable to a debt of the third. An implication could only arise in the words used in the agreement, or to put it in another way, the agreement must in expressed language impose the liability to pay the debt, or from the language used, a necessary implication must arise therefrom.

To carry his learned friend's contention on that point to a logical conclusion, there would be no necessity to have any compromisor's agreement at all. It was evident that they had to look at the written terms of the agreement made between Messrs. S. J. David and the respondent and nothing else. The respondent in this case contracted in two distinct capacities: first of all he contracted as compromisor, and then he contracted as surety for the compromisor. In the second capacity of mortgagee the respondent was a surety, and he was entitled to all the protection which the Courts gave to a surety. The mortgage was a security of a surety, and would have to be construed with stringency. While there was an agreement between the parties there was no agreement as set out in the appellants' statement of claim. The hearing was further adjourned.

## CASES AT THE MAGISTRACY.

A Chinese shopkeeper was yesterday fined \$75 for using unjust weights and measures.

For being found in possession of opium one man was fined \$250 and another was fined \$150.

Two men arrested on a charge of piracy at Deep Bay were brought before the Magistrate yesterday and remanded.

On Monday two careless coolies in charge of a diet cart allowed it to run over the feet of a Chinese, who had to be sent to the hospital. The men were arrested and brought before the Magistrate yesterday and remanded.

The Macao boundary is not the only question of delimitation at present. Apparently there is some doubt as to the boundaries of King's Park at Kowloon, as a Chinese cattle dealer, who was yesterday summoned before the Magistrate at the Magistrate for allowing his cattle to stray in the King's Park, was discharged, his Worship holding that the part indicated was not part of the Park. It was stated that placards were exhibited with the usual restrictive notices on places which were not within the limits of the Park, and on that ground his Worship dismissed the summons and intimated that the matter should be brought to the notice of the proper authorities.

An extraordinary stabbing affray was brought to the notice of Mr. Hazeland at the Magistrate's Court yesterday when a fourteen-year-old boy was charged with injuring another boy by stabbing him with a knife. It appears that the victim was carrying two baskets of tripe and was on his way to Yau-mat when he sat down and rested near the Gasworks. He had only been sitting a short time when he discovered another boy attempting to steal from his baskets. Naturally he resented this and a quarrel ensued, during which the assailant drew a knife and stabbed the other in the back. He ran off immediately and threw the knife into the harbour, but was subsequently arrested. The other boy had to be sent to the hospital to have his injuries dressed. Fortunately the wounds were not serious. His Worship ordered the defendant to receive twelve strokes with the birch and to be detained for forty-eight hours.

## A CRY FROM CHINATOWN.

Complaints are rife in Chinatown as to the restricted water supply. At present the water is run only for two hours, a period which is quite inadequate to enable the people to get what they need for cooking or for washing purposes. There is a feeling that they ought to be allowed more, as in the tenements it means that the people occupying the first floors draw all the water and do not allow the others above them to obtain a supply at all. Even the street pipes are not sufficient to meet the demand, and it is generally known that folks have to wait there for hours and perhaps fail to get any even then, while the struggle to get water often leads to fights and disorderly scenes. The Chinese complain of the hardship of paying for a water supply which they do not get. It means in many cases that there is no water with which to wash in the morning and none to make the morning cup of tea. We pass on the complaint to those to whom it is intended it should reach.

Mr. A. Seth, who has recently retired from the office of Registrar of the Supreme Court, leaves for a holiday at home to-day.

The bowling competitions on the Kowloon Bowling Green have been interfered with by the recent unpropitious weather and the Committee have arranged for an extension of time in the second rounds, the rounds to be finished by the 7th July instead of the 30th June.



## HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

May 28th, 1909.

## UNIVERSAL PENNY POSTAGE.

The Handelsvertragsverein, a society, the object of which is to promote German trade with foreign countries and to initiate and support measures for its expansion, has recently published a pamphlet on universal penny postage and the urgent necessity of its adoption by all countries, from which I take the following interesting particulars:

It appears that early in the eighteenth century a uniform rate of 6 Kreuzers for foreign letters existed in Austria, half of which had to be paid by the sender and the other half by the addressee, but that after it had been repeatedly raised it was abandoned in 1810, a graduated scale taking its place. The change for inland letters in Great Britain before, thanks to the untiring efforts of Sir Rowland Hill, it was reduced to a penny for any distance, used to be 4d for the nearest zone, with another penny for every additional zone up to 17d, every enclosure being counted as a separate letter, hence the habit which is now fortunately dying out of crossing and recrossing one's writing. Gradually, but with some hesitation, other countries followed the example of Great Britain and reduced the rate to a corresponding small amount in their own country. In 1837 Sir Rowland had already demonstrated that where a well regulated postal service existed, distances were of little or no account in the calculation of cost, and as early as 1841 the idea of an international postal union was already broached. The first step towards its realisation was the Austro-German postal convention in 1851, which included seven different administrations. The rate was not a uniform one, but depended upon the distance, being double for the second and treble for the third zone; the principle, however, was laid down that the state from which the letter was sent retained the amount paid. In 1875 an agreement made on the same lines was entered into by the leading countries, and in 1878 the International Postal Union was established as the result of the convention of Paris, the postage being fixed at 25c or its equivalent for letters not exceeding in weight 15 grammes, at 10c for postcards, and at 5c for every 50 grammes of printed matter. In the first half of the nineteenth century the transit routes through foreign countries had been the subject of special conventions between the different governments and had entailed a vast amount of actual labour in calculating the share due to each of them, besides considerable delays in transmission. For instance, a prepaid letter from, say the Brazil, addressed to Berlin was not forwarded at once to its destination on arriving in London, but a notice was sent to the authorities in Berlin informing them of the receipt of the same and requesting payment of the postage due. The corresponding letter in London to pay the amount, after which the letter was sent on, considerable delay and expense was thus incurred, contrasting strongly with the simplicity, despatch and cheapness of the present system, the advantages of which were speedily recognised and led to a rapid extension of the Postal Union. At the end of 1875 it comprised 22 countries of an aggregate area of 37 million square kilometres, with a population of 350 millions; by the end of 1879 39 countries had joined covering 76 million square kilometres with 763 million inhabitants; at the end of 1900 the figures were respectively 42, 102 and 1,075, and at the end of 1907 they had risen to 130 countries, 140 kilometres and 1,150 million inhabitants.

That the international rate of postage should have remained practically unchanged during all that time in spite of the enormous expansion of trade and commerce, the improved means of communication and their enormous extension, the increasing postal facilities they afford, and the spread of education, which by diminishing the number of illiterates adds to the number of letter-writers, seems inexplicable. In 1840 the length of railways in the whole world did not exceed 8,500 kilometres (8 kilometres equal 5 English miles); in 1855 it reached 680,000, in 1870 212,000, in 1875 296,000, and in 1906 934,000 kilometres. There existed in 1873 only 47 trans-oceanic mail services; by the end of 1903 their number had risen to 245. The total of the international trade of the world, which in 1874 stood at 54 milliard Marks, is now computed at 125 milliards, whilst the foreign trade of the German Empire has in the same period increased from 6 milliards to sixteen. A corresponding growth of the industries in all countries necessitates the opening up of new markets, in doing which correspondence is a most important agent, and should therefore be facilitated in every possible manner. The following table shows the enormous development since the year 1875, the figures indicating millions.

Letters P.C. Letters P.C. Letters P.C. Letters P.C.

Great Britain, altogether, 1,008 87 1,834 314 2,914 848

of which to and from countries, 220 42

France, altogether, 348 20 796 53 1,187 49

of which to and from countries, 102 4 172 9

Austria, altogether, 195 21 425 160 682 462

of which to and from countries, 43 5 117 39 223 134

Germany, altogether, 542 63 1,217 460 2,346 1,503

of which to and from countries, 63 3 178 31 342 109

more restricted use of the post-office, a trade sometimes turns the scales. When in 1906 the postage on circulars and advertisement sheets forwarded together with newspapers and periodicals, in Germany was raised from 25 Pf. 50, the circulation dropped at once from 251 millions in the previous year to 236 in 1906 and 174 in 1907.

The reduction in the postage on heavy letters is no doubt a step in the right direction, but, as they probably constitute but 5 per cent., or at most 10 per cent., of the entire international correspondence, single letters have a just claim to be similarly favoured. In no country has the internal rate of postage remained unaltered since 1875, and if therefore seems high time that a reduction should be made on foreign letters. The German Postmaster General, Herr von Stephan, declared in the Reichstag in 1885 that his idea was a uniform rate of postage for home and foreign letters, that on the latter to be reduced to the level of the former, and at about the same time Mr. J. Henniker Heaton moved a resolution in Parliament, which was supported by 150 members, that the government be requested to enter into negotiations with the postal authorities of other countries with the object of establishing an international penny rate.

The agitation has continued ever since and has been successful in so far as to have led to the introduction of a penny postage between Great Britain and her colonies, between Germany and her dependencies, between Great Britain, and, under certain restrictions, between Germany and the United States, and to the conclusion of special postal conventions between neighbouring countries in all parts of the world. There appears to be no reason therefore why its general adoption should suffer further delay.

DEATH OF HERR VON NEUMAYER.

The news of the death of Herr Georg von Neumayer, at Neustadt o/H in the Palatinat of the Rhine, in the early hours of the 25th inst., will cause universal regret in scientific and nautical circles. He was born in 1829 in Kirchheimbolanden on the Rhine, the son of a high local functionary; he studied in Speyer and Munich, but after two years spent at these universities he took service as a common seaman on board a Hamburg sailing vessel bound for the Brazil in 1849, actuated by the desire to supplement his theoretical acquirements by practical experience and personal investigation. On his return he accepted the post of lecturer on navigation first in Trieste and then in Hamburg, but, having in 1851 passed his mate's examination and having subsequently obtained his master's certificate, he went to sea again, and in 1853 sailed before the mast for Australia, where he visited the goldfields of Victoria and explored the Murray river. He returned home in the following year, but two years later started again for the South Sea, being charged by the King of Bavaria Maximilian II. with the investigation of certain scientific problems.

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## ANOTHER OPIUM EDICT.

On the 17th inst. an Edict was issued "under the official seal of the Prince Regent on behalf of the Emperor" with regard to the Opium Question. It recalls the fact that an Imperial Decree was issued on the 24th day of the 2nd moon this year (15 March, 1902), ordering strict steps to be taken by the authorities concerned for the suppression of opium-smoking as well as the cultivation of the poppy. It has now been brought to our notice, says the Edict, "that of the officials of various provinces in Peking sent to be examined as to whether they are opium-smokers or not, the majority of them are petty officials not occupying permanent positions, and that many of these holding important offices have not yet been sent to be examined. Moreover, there are those who have contracted the opium-smoking habit again after having got rid of it, thus showing there is laxity in enforcing the Edict."

The Edict insists on the importance of suppressing the opium habit among officials, and notes that the reports with regard to the progress made in the direction of stopping the cultivation of the poppy in the Empire indicate that "strict steps have been taken to attain the desired end." Then follows this remarkable sentence, which possibly has suffered somewhat in the translation:—

"If opium smoking should be indulged in as heretofore after the entire suppression of cultivation it would lead to a state of confusion to the exclusive use of the foreign drug, thus deepening the opium-smoking habit, wasting more money, and increasing evil to an infinite extent, whilst it would be detrimental to the rules of sanitation and the means of subsistence of the people."

The High Commissioner for the Suppression of Opium is commanded to direct that all the Yamen outside Peking shall make strict investigations into the conduct of officials with regard to opium-smoking. At the same time the Provincial Viceroy, Governors, Generals, and Admirals, and all other officials concerned as well as school-masters are required to make investigations and to take steps calculated to wipe out opium-smoking among all officials, civil and military, and in schools in the various provinces. The suppression of opium-smoking and cultivation of the poppy must go on simultaneously. The various Yamens outside Peking are commanded to strictly observe the Edicts repeatedly issued, if they fail in this respect they are to be dealt with by the Government.

The Governor of Hunan in a report to the Throne states that he found on investigation that "over one thousand persons" among the civil, military and naval officials had acquired the opium-smoking habit, and a time-limit was set in which they are required to give it up. Anti-opium bureaux have been opened in forty different centres and about 20,000 persons in all have abandoned the habit. Cultivators have been ordered to grow wheat or rice in place of poppy, and inspectors have been ordered to see that these orders are obeyed. Anyone disregarding the instructions is threatened with severe punishment.

## THE COTTON TRADE.

The quarterly report of the executive council of the operative cotton spinners in Great Britain states that the condition of the cotton trade remains unsatisfactory and there seems no immediate prospect of any improvement in the situation. Though no organized system of short time has yet been put into operation, a good number of mills are running less than half the normal working week in the trade is one of the items of business for the quarterly meeting. The report goes on to refer to the proposal for compulsory insurance of workmen against unemployment, which, it says, is a step in the right direction. It adds:—

"Under our present system no provision is made by the workman himself through his trade union, but since all work is carried on for the mutual benefit of the employer, the operative, and the general community, there is no reason why the employer and the State should not bear their share of the burden of unemployment when it occurs." In the first instance it is suggested that the system of compulsory insurance should only be tried in the trades where employment is most precarious. The textile trades are not included, but the matter is none the less important, on that account, for if once the principle is put into operation it may ultimately be extended to the whole of the trades in the country.

## THE RESIDENCY GENERAL IN KOREA.

## KOREAN EMPEROR'S MESSAGE.

The message wired to Prince Ito by H. M. the Emperor of Korea runs as follows:—

"I cannot help but feel great regret at the news that you, so dear to my heart, have resigned the post of Resident-General. Here in Korea the Government principle is being gradually established and the people getting rich and assured of peace; all this I acknowledge I owe to you. You have always made good my neglect and default by toilsome labour and by the exercise of your utmost energies, whilst attending to your duties in a very thorough manner. I indeed offer my services have been magnificent. I have offered my services have been magnificent. I have offered my services have been magnificent."

In acknowledgment Prince Ito wired to the Korean Court expressing his deep gratitude and stating that at no distant date he will be able to offer his thanks personally to His Majesty for the honour and gracious treatment given him during years past.

The following is a translation of the message wired by His Majesty to Viscount Sone congratulating him upon his present promotion:—

"I deeply regret to hear of the resignation of my dear Resident-General, Prince Ito, but at the same time I am glad from the very bottom of my heart to learn that you have been promoted to the Resident-Generalship. All things in Korea are now on their way to successful accomplishment, and government affairs, both internal and external, must depend upon your guidance. I wish you to return as quickly as possible and pray for your good health."

## LATEST STEAMER MOVEMENTS.

The J.-C.-J. Lijn str. *Tjittone* left Moji for this port on the 29th instant a.m., and may be expected here about the 4th prox.

The N.Y.K. str. *Kanamaru* (Australian Line) left Kobe for this port via Moji and Nagasaki on the 29th instant, and is expected here on the 6th prox.

The P.M. str. *Asia* arrived at San Francisco on the 27th inst.

## ECHOES FROM EVERYWHERE.

AN AIRSHIP FERRY.

A London cable dated the 23rd inst. says:—A private company announces that in September it will inaugurate an airship service between Paris and London. It is stated that the airship will carry twenty-five passengers.

ROYAL MARRIAGE RUMOUR.

Rumours are circulating in Court circles at Madrid of an approaching marriage between Prince Alfonso of Orleans, son of the Infanta Isabella, aunt of King Alfonso, and Princess Beatrice, daughter of the late Duke Alfred of Saxe-Coburg-Gotha.

CRITICISM OF FOOTBALL SPECTATORS.

Mr. P. M. Walters, the old international football player, in a letter of apology for non-attendance at the annual smoking concert of the Surrey County Amateur Football Association, stated that the spectators were the worst modern football. Spectators begot riches, he said, and riches begot football—the paying of others to play instead of playing themselves.

NOT IMPOSSIBLE.

An old bachelor lawyer, residing in an old New England community, bought a pair of socks and found attached to one a paper with these words: "I am a young lady of 20, and would like to correspond with a bachelor with a view to matrimony." The name and address were given. The bachelor wrote, "I am married 20 years ago. Evidently the merchant of whom you bought those socks did not advertise, or he would have sold them long ago. My mother handed me your letter and said possibly I might suit. I am 18."

RATS.

The following letter addressed to the Editor of *Country Life* is worth quoting for the simple means that it offers of combating rats.

Sir, I notice your leading article and letter in last week's number of *Country Life*. Might I suggest to "C" if he has not done so already he should try powdering caustic soda put down below the scullery sink and in places where they feed, as it will drive them out of his house. It does not kill them, but burns their feet, and they are easily killed when seen, as they cannot run, and walk slowly about. I have often found it very effective in similar cases. —A. W. L.

THE SHEPHERD'S CROWN.

From a Paris contemporary we learn that "an organ du high life londonien" has proposed that for the coming season ladies should, when walking, carry shepherd's crooks, decorated with ribbons or garlanded or both. Our contemporary is anxious to know how the proposal will be received in Paris. It thinks the suggestion worthy of consideration, and draws a fancy picture of Parisian ladies with a bucolic air, promenading in the Bois de Boulogne, after the manner of their predecessors in the eighteenth century. It may be taken as an axiom that the shepherd's crook will not occasion the moral damage to men that the sunshade gives rise to on the top of an omnibus, for instance.

GOSPEL AIRSHIPS.

The editor of "The Young Man" suggests that the coming of the airship will materially affect the diffusion of the Gospel throughout the world. He looks forward with confidence to the day when the first missionary airship will sail with a cargo of heroic hearts and copies of the Holy Scriptures. Already, he says, the airship can travel one hundred miles an hour. That would mean that the missionary could get to America in a day and a quarter; he could leave England on Tuesday and reach in California on Thursday. He would be able to do so safely.

ELIEN-RENE OLD PIANIST AND COMPOSER.

Little René-Elién Gornioff, of St. Petersburg, made her first appearance in England at Beethoven Hall recently. She is a genius to her finger tips, says a London paper. At this small piano, eleven years old, walked sedately to the piano it seemed impossible that she should be the interpreter of the exacting programme of the day. But she soon convinced her audience, for she handled pieces by Bach, Scarlatti, Schubert, Chopin, and Liszt with the ease and assurance of an experienced virtuoso. Her touch is wonderfully clear, and her chord playing is extraordinary. The little artist looks as if she had stepped out of the pages of Lewis Carroll, her red bow and straight brushed hair and coral bead necklace reminding one of Alice in Wonderland.

MOST HIGHLY TAXED NATION.

In view of the increased taxation in Great Britain the following extract from an article by Mr. Ellis Barker in the "Fortnightly Review" is particularly important:—

"The German Ministry of Finance made recently an exhaustive examination of the finances and the taxation of various countries, and it arrived at the result that the taxation per head of population is as follows in some of the principal countries:—

Taxation per Head of Population.

Marks.

In Great Britain 95.80 per head.

In France 82.70 " "

In United States 8.80 " "

In Italy 48.40 " "

In Germany 48.17 " "

In Austria-Hungary 41.70 " "

The foregoing table reveals the fact that Great Britain is not lightly taxed, as our Socialists assert, but that it is by far the most highly-taxed nation in the world.

BRITANNIA RULES THE WAVES AND GERMANY THE AIR.

What, asks the *Pall Mall Gazette*, is a small mishap at the wonderful journey's end to a man who has travelled nearly 1,000 miles in a dirigible airship, and who has stayed in the air, manœuvring at his own will, for more than thirty-eight hours? This is the latest achievement of Count Zeppelin, and his triumph speaks for itself. And yet, as he himself says, "a very navigation is still in its infancy." A very navigation is still in its infancy. A very navigation is still in its infancy.

A REMARKABLE AIRSHIP FLIGHT.

Count Zeppelin at the end of May made a course lasting 37 hours and 40 minutes. The course of the journey north was roughly, Fried- richshafen, Ulm, Nuremberg, Bayreuth, Hof, Plauen, Zwickau, Gera, Leipzig, and Bitterfeld. —a course of somewhere about 800 kilometres in about 22 hours. From Bitterfeld Count Zeppelin sailed westward over Halle and descended near Goppingen on the 31st ult.

in order to obtain a fresh supply of petrol. The landing in meadows near Goppingen seemed to have been accomplished without accident, and the engines had been stopped when a gust of wind drove the ship bow on into the branches of a pear tree. Before the ship could be got clear a very long rent was made in the envelope and the framework itself was seriously damaged. The fore-car struck the ground and the after-car swung in the wind. With considerable difficulty the airship was eventually brought round with its head to the wind. The damage was very serious. Sappers under a lieutenant arrived on the scene. They were followed shortly afterwards by the commanders of a battalion of Engineers stationed at Ulm, who brought half a company to assist the Count.

## HUMAN HAIR TRADE.

## INCREASING EXPORTS FROM CHINA.

The American Vice-Consul-General at Hongkong (Mr. Stuart Fuller) supplies in a report to Washington the following information concerning the exports of human hair from China to the United States:

In the year 1907 567,133 pounds of human hair were involved at this consulate-general for shipment to the United States, while in 1908 207,414 pounds were declared for shipment. To comply with the quarantine requirements there are two courses open—storage under the supervision of the Public Health and Marine Hospital Service surgeon at this port previous to shipment, or disinfection under the same supervision. In 1907 all the hair was stored before shipment, but in 1908 the demand was so much greater, and importers were so anxious to get the hair to the United States, that a heavy proportion of the shipments were fumigated and disinfected instead of being stored. It is also interesting to note that in 1907 over three-fourths of the total quantity moved by way of the Suez Canal, 42,780 pounds going that way, while only 13,344 pounds went via the Pacific lines. In 1908 the situation was somewhat changed. Partly to lessen the time of transit and partly because of efforts made by the Pacific lines to secure a greater share of the traffic, the exporters began to ship via Puget Sound ports and San Francisco, so that while the Suez route secured 112,119 pounds, the Pacific route handled 94,339 pounds. This hair is brought to Hongkong from the interior, and has been cleaned and sorted according to length and quality. It is then packed and either stored or disinfected, in accordance with quarantine regulations, and shipped to New York. It is said here that the hair can be so treated in New York as to alter its colour and texture, and that it is used in making the switches, curls, and bands which are so fashionable in the United States at the present time. Last spring, when the demand in the United States for false hair began to assume considerable importance, one maker sent a man out here for the purpose of making direct purchases from the growers. Other concerns buy through local export houses.

NOBEL'S EXPLOSIVE COMPANY.

The balance sheet of this company shows the net profit for the year ended 30th April, 1909, to have been £265,858 11s. 11d., which, together with £19,453 12s. 10d. brought forward from last account, gives a total available profit of £285,312 4s. 9d. After paying ten per cent. on the preference shares, the Directors were able to recommend a dividend on the ordinary shares of 8 per cent. and a bonus of 10 per cent. on the preference shares, but it is observed in the report that the trade in blasting explosives has been unsatisfactory in several important markets where keen competition of an exceptional character had to be met. The diminution in the demand for war material was still more marked than in the preceding year. The return on investments held by the subsidiary companies in other undertakings and cognate industries had, however, contributed considerably to the maintenance of profits. The main cause of the continued prosperity of the Trust Company is that its subsidiary companies are not confined in their operations to blasting or commercial explosives, but have a much wider field in the sale of powder and ammunition for military purposes, and in their large and profitable investments in other concerns, mostly, but not entirely, of a cognate character.

## OMAR PLAYS BRIDGE.

A Book of Fridge Rules underneath the Bough. A Score Card, Two new Packs of Cards, and Thou. With Two Good Players sitting opposite. Oh, Wilderness were Paradise now!

Some for the Guin of Penny Points, and Some Sigh for the Lovely Prizes yet to come. Oh, take the Prize and let the Penitence go, Nor heed the winning of a Paltry Sum.

Oh, Threats of Loss, and Hopes of Golden Store, One thing in Bridge is Certain—'tis not Love! —One thing is Certain, and the Rest is Chance! —The hand that holds the Cards will win the score!

The Card no Question makes of eyes or nose, But High or Low, as suits the Player shows; —But he who Stands Beside you, Looking On— He knows about it all! He Knows!! He Knows!!!

Alas, how Subtle Bridge alluring Woes! And robe me of my Nightly Beauty Snoots. —I offer Woe that Bridge Players gain, One-half so Precious as the Sleep they Lose.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 29th at 11.55 a.m.—The barometer has fallen quickly in W. Japan and risen elsewhere, particularly over China.

The depression, which passed over the E. coast of China yesterday, has reached S. Korea. The other depression has moved into the Pacific to the N.E. of Japan.

Pressure remains high over the Pacific in the neighbourhood of the Kaiming. Fresh to moderate S. monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.12 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (\*) Same as No. 1.

Formosa Channel (\*) Same as No. 1.

South coast of China between (\*) Same as No. 1.

Hongkong and Lamook. (\*) Same as No. 1.

South coast of China between (\*) Same as No. 1.

Hongkong and Hainan. (\*) Same as No. 1.

S.W. and S. winds, fresh to moderate; squally, and showery to fair.

## THERE IS SKILL AND THOROUGHNESS OF CONSTRUCTION IN ALL PIANOS

## WE IMPORT

## STAMPING THEM IN EVERY WAY

## SUPERIOR VALUE

## BUILT THROUGHOUT FOR THIS CLIMATE.

## ROBINSON PIANO CO. LTD.

## ITCHING PIMPLES FOR 11 MONTHS

## On Girl's Face and Back—Back was Dreadful to See—Itching and Pain Kept Sufferer from Work for Weeks at a Time—Amazed at Prompt Cure Effected by Just

## ONE SET OF CUTICURA SOAP AND OINTMENT

## SKIN HEALTH

## Effected by Cuticura Soap, Ointment and Resolvent.

"Some time ago my neck and face came out in a rash of pimples. They were not so conspicuous on my face, but my back was dreadful to see. The itching was very painful to bear. I was away from work for weeks at a time, but I did try them. At last, getting a cake of Cuticura Soap, I washed myself with it. I was amazed to see the difference made, and therefore I bought a box of Cuticura Ointment. That was all I needed; the cure was complete after having been annoyed as in months before. I shall be glad to recommend Cuticura to my friends. Miss Jeanie Riach, Lady Smith, Gray St., Perth, Scotland, June 23rd 1908."

NEW MARRIAGE RULES.

BRIDEGROOM SWEARS AN AFFIDAVIT.

A new fashion has been set to American brides by the daughter of a well-to-do broker of the suburb of Mont Clair. Before consenting to marriage with her sweetheart (says the "Daily Mail" correspondent from New York), she escorted him before a justice of the peace and required him to swear elaborate pledges as to his conduct after marriage.

She explained to the justice, "You see, George, says now he will be just the sort of husband I want him to be. He means well, but I insist on making him subscribe in black and white to a few simple rules of married life."

The bridegroom, outwardly submissive, then took an affidavit as follows:—

"To be home at nine o'clock every night unless accompanied by his wife."

"Not to dance with anybody except with her permission."

"To abstain from intoxicants and cigarettes."

"To be kind to her relatives."

"To share in the care of the children."

"Not to join any lodge except one accepting women, and then only with his wife."

"To smoke not more than three cigars daily, except on Saturdays and then five."

"Never to keep a dog."

"That's all," said the bride when the recital was finished. The bridegroom pleaded for a softening of the dog rule, but the bride not relenting he signed the affidavit, whereupon the justice of the peace issued the marriage licence.

The couple were married the following day.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Cream Charcoal, Lait Chantant and Special Skin-Tonic and Poudre Chantant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

1453



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Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

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Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 6th Ed. Liebig's.

P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

IMPERIAL GERMAN MAIL LINE.  
NORDEUTSCHER LLOYD, BREMEN.  
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

## THE I.G.M. Steamship

"KLEIST".  
Captain O. Palmke, will leave for the above places TO-DAY, the 30th inst., at 10 A.M.  
For further Particulars, apply to  
NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 30th June, 1909. [5]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADALAI, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"EASTERN".  
Captain McArthur, will be despatched as above on WEDNESDAY, 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the Stations of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 30th June, 1909. [906]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

"NAMSANG".  
Having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 5 P.M. on 30th inst., will be reloaded.

Hongkong, 29th June, 1909. [16]

## NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"KLEIST".  
Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being loaded and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th July, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 9.30 A.M.

All Claims must reach us before the 10th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo.  
Ex. S.S. "SACHSEN" from Smyrna via Naples.  
Ex. S.S. "CANOVA" from Catania via Port Said.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 29th June, 1909. [5]

## GILES'S CHINESE AND ENGLISH DICTIONARY

NEW EDITION.  
Enlarged to 1,800 Pages,  
THOROUGHLY REVISED.

Fascicle 1. (295 pages) will be ready for delivery in July.

Price to Subscribers £5.5.0, payable on delivery of Fascicle 1.

Prospectus and Specimen pages upon application.

KELLY & WALSH, LD.  
863.]

## SUTTON'S SEEDS

Special Selected Collections  
for this Climate.

VEGETABLES AND FLOWERS  
IN AIR-TIGHT CASES.

To be obtained from  
CHINA EXPRESS CO.,  
Telephone 668. 3, Duddell Street. [50]

## GRACA &amp; CO.

(Established 1896).  
No. 27 Des Voeux Road.  
Dealers in  
POSTAGE STAMPS  
AND  
VIEW POST-CARDS.

Just Received a Selection of  
SEN'S ILLUSTRATED  
POSTAGE STAMP ALBUMS  
of Latest Edition, from \$1.75 to \$16. Each.  
Inspection Invited. [548]

## INTIMATIONS

## NOTICE OF REMOVAL.

WE have this Day REMOVED our  
Offices to YORK BUILDINGS,  
CHATER ROAD (Top Floor).  
SCHULDT & Co.  
Hongkong, 28th June, 1909. [899]

## NOTICE OF REMOVAL.

ROYAL SWEDISH VICE CONSULATE.  
THE OFFICE of the above Consulate has  
this Day been REMOVED to YORK  
BUILDINGS, CHATER ROAD (Top Floor).  
S. SWART,  
Vice Consul for Sweden.  
Hongkong, 28th June, 1909. [900]

## NOTICE.

THE Undersigned are instructed to reinvest  
\$150,000 on Local Mortgages. Full  
Particulars of Securities offered should be  
submitted to—  
DENNIS & BOWLEY,  
Solicitors.  
Supreme Court House,  
Hongkong, 15th June, 1909. [854]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,  
have now 40,000 Cubic Feet of Cold  
Storage available at EAST POINT. Storage will  
be Open at 10 A.M. and 4 P.M. daily, Sunday  
excepted, to receive and deliver perishable goods.  
G. K. HAXTON, Manager.  
Hongkong 1st April, 1908. [48]

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. [415]

## SIEN TING

SURGEON DENTIST.  
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [504]

## DAVID CORSAIR &amp; SON'S

MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.  
1674.]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

## FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description  
J. A. P. & Co.,  
1674.]

## A TACK &amp; CO.

FURNITURE AND PHOTO GOODS STORE,  
26, DES VOEUX ROAD, CENTRAL.

## DEALERS IN

LADIES' & GENTS' BOOTS & SHOES,  
UMBRELLAS, &c., &c.

Cameras fitted with  
"ZEISS," "GOETZ," "ROSS" & "ALDIS"  
Lenses.

DEVELOPING AND PRINTING  
A SPECIALITY.

Hongkong, 24th April, 1909. [37]

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK".  
A.I. A.B.C. and Engineering Code Use  
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ..... 722 feet  
Length on Blocks ..... 714 "

Width of Entrance on Top ..... 964 "

Width of Entrance on Bottom ..... 884 "

Water on Blocks at Spring Tide ..... 34 "

DOCK No. 1.

Extreme Length ..... 523 feet  
Length on Blocks ..... 515 "

Width of Entrance on Top ..... 98 "

Width of Entrance on Bottom ..... 7 "

Water on Blocks at Spring Tide ..... 63 "

DOCK No. 2.

Extreme Length ..... 371 feet  
Length on Blocks ..... 350 "

Width of Entrance on Top ..... 66 "

Width of Entrance on Bottom ..... 53 "

Water on Blocks at Spring Tide ..... 22 "

Suitable for vessels up to 1,000.  
THE WORKS are well equipped with  
LATEST PLANTS and APPLIANCES  
to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS, and also ELECTRICAL  
WORK.

A LARGE STOCK of MATERIALS is  
always kept on hand.  
THE COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 I.H.P.)  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice. [605]

## ON SALE.

BUND VOLUMES of the HONGKONG  
WEEKLY PRESS. July to December,  
1908. With Index. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS"  
Office.  
Hongkong, 21st January, 1909

## FOR SALE

## FOR SALE.

TWO BILLIARD TABLES, full size,  
with all accessories, can be seen at any  
time.  
Apply—  
Box 163,  
Care of "Daily Press" Office.  
Hongkong, 25th June, 1909. [890]

## FOR SALE.

ELECTRIC PLANT  
Consisting of—  
TWO 125 Kilowatt STEAM ALTERNATOR SETS. Output, 60 Amperes  
at 2100 Volts. The Sets comprise Vertical  
Compound Medium speed Engines, 205 revolu-  
tions per minute, by Messrs. ROBEY & Co.,  
direct coupled to Alternators by Messrs.  
JOHNSON and PHILLIPS, complete with  
Exciters, &c.

ALSO  
ONE HORIZONTAL COMPOUND JET  
CONDENSING STEAM ENGINE, 100  
Horse power by Messrs. BROWN and LINDLEY  
For further particulars apply  
HONGKONG ELECTRIC CO., LD.,  
St. George's Buildings.  
Hongkong, 23rd April, 1909. [881]

## THE DAIRY FARM CO., LTD.

SALTED AUSTRALIAN  
PIGS' TROTTERS.

96 CENTS A DOZEN. [563]

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS IN 2 SECONDS.  
SIEMSEN & Co.  
Hongkong, 5th March, 1907. [47]

## NEW CARTRIDGES.

By popular English Manufacturers. In  
all Bore and Sizes.  
SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to 50, at \$5, \$7 and  
\$7.50 per 100. SPORTING REQUISITES  
and ALL GUNS in Variety.  
Inspection Invited.  
WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [623]

## WARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Castings. General Storekeepers and Shipchandeliers. Nos. 35 &amp; 37, HING LOON STREET, (2nd Street, west of Central Market) Telephone No. 515.

## INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY,  
TOTAL FUNDS AT 31st DECEMBER, 1907  
£18,114,624.

Authorized Capital ..... £3,000,000  
Subscribed Capital ..... 2,750,000  
Paid-up Capital ..... 687,500 0 0  
II. Fire Funds ..... 3,065,374 15 7

The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 21st July, 1908. [1019]

## TO LET

TO BE LET.  
DESIRABLE GROUND FLOOR SHOP  
in CHATER ROAD, Hongkong.  
Apply—  
T. B. L.,  
Care of "Daily Press" Office.  
Hongkong, 11th May, 1909. [723]

## TO LET.

PART of HOUSE FURNISHED, at the  
PEAK: end of July. Tennis Court.  
Easy distance from Tram Station.  
Write—  
Box 100,  
Care of "Daily Press" Office.  
Hongkong, 29th June, 1909. [905]

## TO LET.

NO. 6, OBSERVATORY VILLAS,  
Kowloon. Five-Roomed House; Electric  
Lights and Tennis Court.  
"ERANEE BUNGALOW" Kowloon. A  
Small Garden attached. Moderate Rental.  
Apply to—ARRATTON V. APCAR & Co.,  
14, Des Voeux Road.  
Hongkong, 3rd March, 1909. [399]

## TO LET.

UP-TO-DATE HOUSES in HUMPHREY'S  
AVENUE, Kowloon, with Gardens at  
entrance.  
Apply to—  
TAM TSZ KONG,  
42, Bonham Strand West,  
or HUNG CHONG, 60, Elgin Road, Kowloon.  
Hongkong, 4th June, 1909. [319]

## TO LET.

HOUSE in KENNEDY ROAD, convenient  
locality; Electric Light installed.  
Apply to—  
N. S.,  
Care of "Daily Press" Office.  
Hongkong, 28th June, 1909. [901]

## TO LET

## TO LET.

NO. 1A, WYNDHAM STREET, suitable  
for SHOP and OFFICE, etc., lately  
occupied by Weissmann Ltd., for Tiffin Rooms.  
Apply to—YEE SANG FAT & Co.,  
Opposite General Post Office.  
Hongkong, 21st June, 1909. [871]

## STORAGE.

## FOR COAL, TIMBER, &amp;c.

TO BE LET, a Portion of MARINE LOT  
No. 285 at NORTH POINT, Suitable  
for above Purpose. EXTENSIVE WATER  
FRONT. DEEP WATER.

ALSO FOR SALE  
Portions of MARINE LOTS Nos. 31 & 36  
on PRAYA EAST. Approximate AREA  
43,000 SQUARE FEET, 999 YEARS' LEASE.  
For Particulars, apply—  
GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1906. [96]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 1st June, 1909. [98]

## TO LET.

NO. 2, BEACONSFIELD ARCADE,  
facing the Parade Ground.  
No. 1, ALBANY, from 1st July, 1909.  
NEW FIVE ROOMED HOUSES in  
Shelley Street.

"BIRNAM BRAE" 31, Conduit Road.  
Furnished or Unfurnished Eight Roomed House,  
newly painted and done up. Billiard Room, 3  
Bath Rooms, Drying Room, Store Room, Pantry  
and good servants' quarters. Tennis Lawn,  
Electric Light and Bells.  
The "BYRNE, No. 13, Peak. Unfurnished  
from 1st June, 1909.  
C.M.S. PEAK BUNGALOW, furnished,  
Mount Kellist, from 1st October, 1909, to  
30th June, 1910.  
BEACONSFIELD ARCADE, Fine Shops,  
Offices and Dwelling Rooms.  
DWELLING ROOMS and OFFICES in  
Queen's Road Central.  
GODOWNS in Duddell Street.  
ROBINS ROAD, newly painted and col-  
oured; exceptionally cheap rentals.  
FOR SALE—FOR CREDIT, at Peak, com-  
manding a Magnificent View of the Harbour  
and Adjacent Islands.  
Apply to—  
Linstead & Davis,  
3rd Floor, Alexandra Buildings.  
Hongkong, 23rd June, 1909. [100]

## TO LET.

ROOMS suitable for Offices in No. 10, Ice  
House Street, in rear of David Sassoon  
& Co.'s premises.  
Apply to—  
DAVID SASSOON & Co., LTD.  
Hongkong, 1st May, 1909. [553]

## TO LET.

KING'S BUILDINGS.  
OFFICES facing the Harbour from about  
October, 30th June, in connection of  
LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 4th June, 1909. [818]

## TO LET.

"STOWFORD," 12, Bonham Road, and  
5 STEWART TERRACE, the Peak.  
Apply—  
A. B.,  
Care of "Daily Press" Office.  
882.]

## TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top  
Floor of No. 3, (Tang Lap Ting's  
Godown East Point),  
Immediate Possession. Rent exceptionally  
moderate.  
Apply to—  
KAM FOK,  
No. 107, Wellington Street,  
behind the Stag Hotel or Keeper of  
No. 6, Godown on the Spot.  
Hongkong, 28th May, 1909. [797]

## TO LET.

NO. 1 and 3, MORRISON HILL. Also  
OFFICES at No. 2, PEDDER STREET.  
Apply—  
Messrs. JARDINE, MATHESON  
& Co., Ltd.  
Hongkong, 31st May, 1909. [807]

## TO LET.

FIVE ROOMED HOUSES at Kowloon.  
1 ROOM on First Floor of "Hotel Mansions,"  
with use of Bath Room, suitable for Office or  
Living Room.  
NEW and COMMODIOUS SHOPS,  
Nathan Road, Kowloon. Immediate Possession.  
Apply to—  
KOWLOON MARINE LOT 49, Yau-mai,  
Area 85,200 square feet with 255 feet Sea  
Frontage. Especially suited for Storage of  
Coal, Timber, &c.  
Apply to—  
HUMPHREYS ESTATE & FINANCE  
COMPANY, LIMITED.  
Hongkong, 29th June, 1909. [547]

## TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA  
EAST.  
Apply—  
CHATER & MODY,  
Victoria Buildings.  
Hongkong, 1st February, 1909. [264]

## TO LET.

A HOUSE in Wong Nei Chong Road.  
A HOUSE in RYON TERRACE.  
OFFICES To Let, No. 2, Connaught Road,  
3rd Floor.  
No. 3, CLIFTON, GARDENS, Conduit  
Road.  
No. 10, DES VOEUX ROAD CENTRAL,  
1st Floor.  
OFFICES in YORK BUILDING.  
GODOWNS in PRAYA EAST, BLUE  
BUILDINGS and No. 16B, Des Voeux Road  
next to the HONGKONG HOTEL.  
FLATS in MORRISON TERRACE.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 1st June, 1909. [97]

## BANKS

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ..... £1,500,000  
SUBSCRIBED ..... 1,125,000  
PAID-UP ..... 562,000  
RESERVE FUND ..... 250,000

BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts  
at the rate of 2 per cent. per annum on the  
Daily balance.

On Fixed Deposits:  
For 12 months ..... 4 per cent.  
For 6 " ..... 3½ per cent.  
For 3 " ..... 3 per cent.  
EVAN ORMISTON,  
Manager.

Hongkong, 27th April, 1909. [23]

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CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUND ..... 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:  
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Nagasaki, London, San Francisco, Honolulu,  
New York, Bombay, Shanghai, Hankow,  
Canton, Tientsin, Peking,  
Nanking, Hankow, Port Arthur,  
Amoy, Lianyungang, Mukden,  
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HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.  
On fixed deposits for 12 months 4½ per annum  
" " " 6 " 4 " "  
" " " 3 " 3½ " "  
" " " 2 " 3 " "  
TAKEO TAKAMICHI,  
Manager.

Hongkong, 2nd June, 1909. [454]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1855.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,200,000  
RESERVE FUND ..... £1,575,000  
RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

INTEREST allowed on Current Account  
at the rate of 2 per cent. per annum on the Daily  
balance.

On Fixed Deposits for 12 months 4 per cent.  
for 6 " 3½ " "  
for 3 " 3 " "  
WM. DICKSON,  
Manager.

Hongkong, 6th April, 1909. [121]

## NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)  
ESTABLISHED 1824.

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about 2,475,000)

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HEAD-AGENCY: BATAVIA.

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Tegal, Paealangan, Paseroean, Tjilatjap,  
Padang, Medan (Deli) Palembang, Kotab-  
radja, (Acheen) Bandjermasin.

Correspondents at Macassar, Bombay,  
Colombo, Madras, Pondicherry, Calcutta,  
Bengkak, Saigon, Haiphong, Hanoi, Amoy,  
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collection Bills of Exchange, issues letters of  
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the East, on the Continent, and in Great  
Britain, America, and Australia, and transacts  
Banking Business of every description.

INTEREST ALLOWED.  
On Current Account 2 per annum on daily  
balances.

On Fixed Deposits 12 months 4½ per annum.  
" do 6 " 4 " "  
" do 3 " 3½ " "  
J. L. VAN HOUTEN, Agent.  
Hongkong, 16th July, 1908. [25]

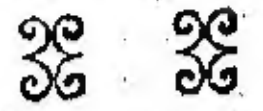
## DEUTSCH-ASIATISCHE BANK



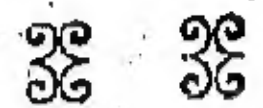
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Infection.



Perfect Personal  
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Freedom from  
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### Calvert's 20% Carbolic Soap.

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### Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

### Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?  
Each suits the climate.

By Appointment to His Majesty the King.

When you feel thoroughly exhausted after a heavy day's work, begin your dinner with a BOVRIL Soup, and so ward off indigestion.

# BOVRIL

stimulates the gastric juices and immediately strengthens and invigorates the whole system.

**KEATING'S**  
WORM TABLETS

A purely Vegetable Sweetest  
Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for Intestinal or Thread Worms. Perfectly safe, mild, and especially adapted for children.  
To be obtained of all Druggists.  
Preparation, London, England.

## APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.  
For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL.

St. Louis, 1904.

DOSE:—A Wineglassful in the morning before Breakfast.

[507-2]

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(CHAPOTEAU)



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Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.  
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Sold by all Chemists.

122-3

CHILDREN OF FAR CATHAY

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By CHAS. J. HALCOMBE  
(Formerly of the Imperial Chinese Customs Service. Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowloon, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNELL.  
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## REFORM IN CHINA.

A TYPICAL MEASURE.

(FROM "THE TIMES" SHANGHAI CORRESPONDENT.)

Of reforms in China there are two kinds. There is the slowly-moving impulse from below, the result of education and the growth of new ideas acting upon the innate good sense and instinctive morality of the masses, an impulse too strong to be ignored by the ruling class, which in certain of the wider national questions (e.g., the abolition of the classical system of examinations and the suppression of opium smoking) has already achieved notable results. In this popular recognition of the need for change, in the gradual evolution of a national and progressive spirit in China's hope for the future, and however ineffective at first the machinery of village councils and district assemblies may be in organizing and expressing the aspirations of the people, and preparing for the Parliament to come, it is through these channels that must flow the stream of reform, in an ever-widening current, if it is to flow at all. Though in these phases of popular representation the field of subjects open to public discussion be at first restricted, and the franchise be confined to the middle and upper classes, the impulses which have called these new spirits from the vasty deep of Chinese conservatism will, in the fulness of time, bring about the real and permanent awakening of the country, but the time is not yet.

### THE OLD SYSTEM.

The other type of reform is that which emanates from above, the *top-down* type, as it might be called, the fiat of the Imperial Edicts; the flow of Oriental scholarship and statecraft; counsels of perfection, of which every treaty with foreign Powers contains examples; paper reforms, in fact, *ex officio* *et per se* *non*. This is the traditional and classical type of reform, familiarity with which has bred in the people a scarcely veiled contempt, but which is still able to impress foreign Governments and other detached observers as of hopeful augury. On the one hand, the Emperor, with every popular aspiration in the direction of beneficial change, frankly admitting the defects and abuses of the existing order of things, the official reformer, *literatus* or *Manchu*, bravely advocates in sonorous memorials the measures which commend themselves to his sense of expediency or his recognition of impending pressure. And the Throne, no whit backward in the cause of progress, promptly issues the necessary Edicts, and the son of Heaven thus accumulates vicarious merit for the dynasty. Nor does the matter end here, as some might suppose, for close upon the issuing of the Edict (say within a year) follows the report of the Metropolitan Board or Provincial Viceroy concerned, framing the regulations necessary for carrying the reform into general effect as part of the laws of the land.

It has been said by an acute observer that in framing regulations the modern Chinese official rivals the Japanese, but that in breaking them he has no rival. The statement is, in the main, true, but it fails to make allowance for the fact that the Chinese regulations of the face-saving type are invariably drawn up in such a manner as to provide in themselves room and justification for their continual evasion; or, to speak plainly, that regulators and regulated are alike aware that the whole business is part of a time-honoured and solemn farce, intended in no way to deceive the people, but merely to provide the officials themselves with a reason and at the same time an object for existence.

As illustrating the *modus operandi* and the results of a "paper" reform, I cannot do better than cite one of the most recent examples, viz., the reform of weights and measures. On October 9, 1907, an Imperial Edict, in response to memorials, ordered the Board of Commerce and Finance forthwith "to introduce a uniform system of weights and measures throughout the Empire," the standards to be fixed within six months. Here, as it seemed to the uninitiated, was a case of really meritorious initiative and energy; a case in which the Chinese Government, with a full exercise of her sovereign rights, was about to demonstrate her readiness and ability to put her house in order. Unlike those far-distant measures which, under pressure of foreign treaties, are destined hereafter to reform the currency, inland taxation, mining regulations, &c., here was a simple yet far-reaching work of reorganization that China might effect quietly and in her own way.

Accordingly, in May of last year the Ministry of Commerce, presumably after consultation with the provincial authorities, decided upon the units of length, capacity and weight, by the use of which uniformity of system is to be secured. These are the "Carpetmaker's Foot," the "Grain Bushel," and the "Treasury Scale" weights. The terms of the Edict would therefore appear to have been promptly and simply fulfilled. It is at this stage that the necessity for regulations makes itself felt, it being evident to the official mind that, without such regulations and explanations of a reassuring nature, it was useless to hope for the abolition of the countless and complicated weights and measures whereby every trader is enabled to "squeeze" the uninitiated in general and the outsider in particular. So the Ministry of Commerce issues its regulations. There are all sorts of forties of them, but the Ministry is careful to explain that this is only a preliminary draft, and that others will be added hereafter, when the provincial authorities have suggested amendment; for every province is expected to report on the subject before any decision is reached. Nevertheless, there is much food for thought in the forty.

At the outset one observes, running through them all, a feature common to all regulations which provide for possibilities of reform—namely, that, come what may, the change shall not lessen the lucrative opportunities of the official class. On the contrary, the first *raison d'être* of such a change would appear to be to provide new sinecures, to establish new monopolies, and to organize new bureaux (presumably for the consideration of further regulations) whereby employment may be found for hungry "expectants." Small wonder then that the first motto of reform in China is *feeding the fish*, and that the sovereign right most jealously guarded is the officials' time-honoured right to be completely within ten years from the date on which the regulations are finally approved—say, two years after the granting of the Constitution—and in the meanwhile the new standards will come into gradual use: first at Peking and in the provincial capitals and treaty ports, then (three years later) in the prefectural cities, and finally throughout the country. But, in order that the change may not be too violent, and to conciliate a part in Chinese affairs, the first year of the reforming process is to be devoted to preliminary work of a kind that should interest and employ a large number of officials. Its

nature and objects are thus described in the regulations:

Regulation 16. Where a particular locality has a special weight or measure established by long custom and which cannot be suddenly changed, a time limit of ten years will be granted from the date on which the Government's instructions have been issued. Only one such special standard will be permitted to be preserved in each "place" (N.B. Geographical limits undefined).

At the same time it is to be understood that in any province where the old weights and measures do not differ greatly from the new standards and could easily be exchanged, the local authorities should effect the change as soon as possible, without waiting the full ten years.

Regulation 31. The Provincial Bureaux of Weights and Measures (newly created) will send out several experienced delegates to travel through the province and co-operate in selecting the old weights and measures to be retained in use, reporting in one year to the provincial authorities, for report to the Board of Commerce.

At this point the regulations begin to open up a vista of hopeless and interminable confusion sufficient to reassure anyone who dreads the dulness of uniformity.

### PUBLIC OPINION.

It would be an insult to the intelligence of any Chinese official to suggest that regulations of this kind are serious or intended to attain the ostensibly desired ends, or indeed that they should serve any purpose other than to impress the "stupid people with a sense of Mandarin activity while creating new and not profitable opportunities for the official class. When it is suggested that each district in the land should select one of its weights and measures for use during the transition period, discarding all the others, and that such a procedure commends itself to the official mind as a step in the direction of uniformity, or rather because of their apprehension of the difficulty of introducing the new mobile at once, the official tongue is in the official check, obviously and *coram publico*; and no one is deceived by these manoeuvres. But a reform of weights and measures which solemnly begins by decreeing a ten years' period in which the standards of the prefectural cities, and the latter different again from those of the rural districts—this is *opera-bouffe* of the kind that might lead one to despair of any genuine reform ever being accomplished, were it not for the evidence daily accumulating that the *maneuver*—sense and patience of the people are steadily leading them, despite their rulers, towards the day of better things.

Government for the people in China will come from and by the people, but the Mandarin will oppose it as strenuously as the Russian autocrat opposes the Duma, though by different ways and devices of statecraft. And, for the rest, the people at large are but little disturbed by the myriad regulations of the Government's "paper" reforms.

### THE WORLD'S OUTPUT OF COAL.

The 50th general meeting of the Institution of Mining Engineers was opened yesterday in the rooms of the Geological Society, Burlington House. Dr. R. T. Moore, who presided, devoted his presidential address to the subject of the coal output of the world. He said that if they started in the early years of the Nineteenth Century they would be practically at the beginning of the age of coal production. The world's output of coal then was probably under 15 million tons. In 1907 it was 1,080 million tons, a 70-fold increase. By 1850 the production of coal had risen to 50 million tons, and at that time the production of Great Britain was twice as much as of the rest of the world combined. The output of the United States first surpassed that of Great Britain in 1899, and America now produced 47 per cent. of the world output. The history of coal in Germany was similar to that of the United States, the figure rising steadily since 1807 her output reached 202 million tons. There had also been a great increase in the coal production of the British Colonies. In 1871 only one Colony, Australia, produced as much as one million tons, but in 1907 Canada produced 94 million tons, Australia 94, New Zealand 14, South Africa 44 India 11. The combined output of the British Colonies was greater than that of any European country except Germany and Austria, and the British Colonies were now fifth on the list of coal-producing countries in the world. The coal of the Colonies was a valuable asset to the British Empire. Notwithstanding all the economic introduction in coal consumption in various industries the total consumption continued to increase, and the problem was how long the coal would last. In 1893 the Prussian Government prepared the following figures of the amount of coal then existing: The United States, 684, 00 million tons, Great Britain, 198,000 million; Germany, 112,000 million; France, 18,000 million; Austria-Hungary, 7,000 million; Belgium, 15,000 million. There was also a very large quantity of coal in China, but there was no accurate estimate of the amount. If the output of coal continued to increase at the present average rate the world's supply would be exhausted within the next five hundred years, but that it would continue to increase so rapidly one could hardly believe.

Mr. Robert Nelson read a paper on "Electricity in Coal Mines," dealing with the practical application of electricity to coal mining purely from the safety point of view.

### THE OVERSEAS LEAGUE.

The Committee of the Overseas League at a meeting held recently under the chairmanship of Mr. Byron Brown, adopted a resolution deploring the introduction into Parliament of the Importation of Plums (Prohibition) Bill, 1909, and approving the action of the London Chamber of Commerce in opposing it on the ground that while such a measure can do nothing to save the lives of birds used for millinery it threatens seriously to affect a British industry in the interest of foreign competition, and adds to the troubles that beset the labour market. Further resolutions were adopted urging the establishment of a seminary for Oriental languages; regretting the attitude of our Consuls are not British subjects and calling for an improvement in this direction; advocating official recognition in this country of Empire Day; and commending the proposal of Dr. R. Arthur (President of the Immigration League of Australasia) to promote the emigration of town lads to the self-governing Colonies. The Committee also requested the Lord Mayor to permit a public meeting to be held at the Mansion House under the auspices of the League to enable Dr. R. Arthur to place his proposals before the merchants of the City of London. The League having heard a statement by Mr. E. T. SCAMMELL, respecting the commutation of naval and military pensions with a view to enabling suitable pensioners to take advantage of openings existing for them in the Overseas Dominions, expressed the opinion that the views advocated were worthy of adoption by the Government.

## SHIPPING RINGS.

COMMENTS ON THE REPORT OF THE ROYAL COMMISSION.

The Times, commenting on the Report of the Royal Commission on Shipping Rings, a lengthy summary of which appeared in yesterday's Daily Press, says:

Two of the members, Sir Alfred Bateman and Sir John Macdonell, accompanied by Mr. Webster, the secretary of the Commission, visited South Africa as a Sub-Commission, at the invitation of the South African Government, to take evidence, but the major part of the investigation was conducted in this country. Most business people probably have a fair idea of the nature of the troubles to which the Commission owes its origin; but, for the benefit of those who are only slightly informed on this subject, it may be as well to explain briefly what the dispute is. Shipping "conferences," or "rings," as their enemies call them, may be broadly defined as associations of shipowners whose object is to regulate, or restrict, competition in a carrying trade on certain routes. The vessels used by the companies forming the associations are usually, but not always, liners. The objects of the associations are attained by agreements among all concerned in them as to freight rates and ports of shipment, and by various ingenious arrangements for defeating competition. The most effective of these arrangements is the system of "deferred rebates" to shippers, by which the shippers who support the "conference" lines become entitled to certain rebates on the freight nominally charged, but only receive the cash representing the rebates, some months after it has been "earned." Thus the "conference" shipowner always owes the shipper some money, which, by the terms of the agreement, he need not pay if the shipper sends goods by any non-conference line of vessels, except in a few special cases. This is where the "shipper" is obviously the shipper can never escape from the conference shipowner without losing money he had expected to receive. The evidence taken before the Commission is not yet published, but the majority and minority reports contained in this important Blue-book, together with the brief "reservations" made by Lord Inverclyde and Mr. Maddison to the majority report, which they signed, and the much longer *concluding* report of the minority, prepared by Sir David Barbour, appear to supply ample means of forming an opinion as to the facts under investigation.

The views of Sir David Barbour, who advocates restrictive legislation "on the lines" of the Sherman Act, would, if adopted, as the minority report observes, lead among other evils, to much litigation, and the signatories of this report are therefore in favour of an attempt to "give effect to a system of conciliation and limited supervision by the Board of Trade." They would have shippers organized into "conferences" to meet the shippers on equal terms. A very similar recommendation is made by the majority in their report, and in precise terms, based to a large extent on the success of the Australian Merchants' Association in obtaining concessions from the shipowners, as explained by Mr. Tredwen, the chairman of that association, in his evidence before the Commission. The formation of such associations is not seriously objected to by the shipowners; indeed, in many cases they would welcome them. The majority report sets forth at some length the point on which there is most useful, and it also suggests the methods by which the proposed associations of shippers should be constituted in the countries where they do not at present exist, and the nature of the support they should receive from the Board of Trade. The minority are of opinion that the proposals of the majority respecting associations do not go far enough. It seems to us, however, that they go a very considerable distance, for they recommend that, in the last resort, the Board of Trade should have power to appoint a person or persons to inquire into the matter and report on it to them; and that the Board should, if it thinks fit, submit the whole case to Parliament. This is a fairly drastic proposal. No doubt its strength is somewhat weakened by other passages in the majority report, and that, probably, is one reason why there is a minority report. The most important grounds of difference between the two reports are well stated in the summary of the minority report, which gives a number of reasons for regarding the conference system, with the deferred rebates, as having created a monopoly, illusory, and which generally tend to decline. It may be said broadly that the majority report, which is signed by eleven members, of whom three are shipowners, and one, Sir W. T. Lewis, is connected with the shipping interest, gives a rather more favourable view of the results of the conference system than the report of the minority, but it contains some strong remarks on the abuses of the system. It is noteworthy that most of the examples of high-handed treatment of shippers by the conference lines come from South Africa, and we cannot help thinking that the powerful personality of the late Sir Donald Currie, who was very much of an autocrat in the conduct of the affairs of the great company with which he was identified, may, in this instance, have had an injurious effect.

Among the distinctly bad results of the conference system as regards South Africa is the advantage enjoyed in certain trades by American shippers. The friends of the system have always made a great point of the fact that the United Kingdom had no advantage over the United Kingdom in the matter of freights to South Africa. This was a cold comfort for British shippers, who suffered from the competition, at lower rates, of American manufacturers and merchants. The majority report says:—"We consider that this is a grave defect in the system, which has, in the past, led to diversion of orders from this country to the United States of America, and thereby discounted the benefits obtained from the system." As we have seen, the majority have great confidence, we fear too much confidence, in the future influence of the associations of shippers, the formation of which they recommend. We are afraid that unless the more decided measures recommended in the minority report are adopted, the advantage claimed by the United States will not be diminished. The associations will need a good deal more support from the Board of Trade against the powerful force of the conference shipowners than is contemplated by the majority report. The minority report relies largely on the effect which would be produced by more publicity as to the workings of the conferences. Good judges are of opinion that already a wholesome result has followed from the mere appointment of the Commission and the investigations it has carried out. "One valuable check," says the minority report, "would be the certainty that the results of official inquiries would be promptly brought to the notice of Parliament." The recommendations of the majority report are not strong enough on this point. It also appears to us that the minority members are right in insisting that the Board of Trade right in insisting that the Board of Trade should have full freedom to "recognize any association which is in its judgment, or an adequately representative character." On the

other hand, we are glad that, although both reports are opposed to legislation forbidding combinations, they are both in different degrees, in favour of watching carefully the working and further developments of the conference system, and are prepared for more stringent regulation, should future events demand it. We may add that our impression, derived largely from the character of the majority report, is that the evidence, when it is published, will tend to give support to the views of the minority rather than to those of the majority.

## NOTICES TO CONSIGNEES

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE,"  
FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 2.30 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th July, or they will not be recognized.

No Fire Insurance has been effected.  
ARNHOLD, KARBBERG & Co.,  
Agents.  
Hongkong, 24th June, 1909. 891

## NOTICE TO CONSIGNEES

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE,"

Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. "Moldavia,"  
From Calcutta, ex S.S. "Pestovar,"  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here, unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 30th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,  
Superintendent.  
Hongkong, 23rd June, 1909. 1

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH,"  
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 3 p.m.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 25th June, 1909. 894

## MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAMAZU, SAYO, SHINNEI and KAMIZAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENCIES—  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: Messrs. GEARING & Co.  
MANILA: Messrs. MACDONALD & Co.  
For Particulars apply to  
H. OISHI,  
Manager,  
No. 2, Pedder Street, Hongkong.  
Hongkong, 9th January, 1909. 665

## THE DIRECTORY AND CHRONICLE

FOR 1909

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Bookellers throughout the Far East.



## ARRIVALS.

ALEXANDER, U.S. Naval transport, 6,560, E.W. Harbours, 29th June—Manila 26th June, Supplies U.S. Navy.  
 BANRI MARU, Japanese str., 2,368, J. Yamada, 29th June—Mojito 23rd June, Coal—Mitsui Bussan Kaisha.  
 HATKUN, British str., 636, J. W. Evans, 29th June—Swatow 28th June, General—Douglas, Lapraik & Co.  
 KLEIN, German str., 8,950, O. Palmke, 29th June—Hamburg 26th May, Mails and General—Melchers & Co.  
 NANSUNG, British str., 2,591, P. M. B. Loke, 28th June—Calcutta, Penang and Singapore 23rd June, General—Jardine, Matheson & Co.  
 NIPPON MARU, Japanese str., 3,452, W. E. Palmer, 29th June—San Francisco via Ports 1st June, Mails and General—Toyo Kisen Kaisha.  
 SIMONSON, Dutch str., 1,202, H. Von, 29th June—Batavia 14th June, Sugar—Chinow.  
 TAIKUSAN MARU, Japanese str., 2,933, Fukui, 29th June—Mitsui 22nd June, Coal—Mitsui Bussan Kaisha.  
 TAKASAKI MARU, Japanese str., 2,943, Mocker, 29th June—Kobe 21st June, Mails and Coal—Nippon Yusen Kaisha.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 29th June.  
 Hirano Maru, Japanese str., for Singapore.  
 Kiyoharu Maru, Jap. str., for Wakamatsu.  
 Klot, German str., for Shanghai.  
 Mowleau, British str., for Singapore.

## DEPARTURES.

29th June.  
 ABRATOON APCAR, British str., for Singapore.  
 BENMORE, British str., for Bangkok.  
 CLARA JENSEN, German str., for Haiphong.  
 CHIEFLI, British str., for Shanghai.  
 CHINHOA, British str., for Canton.  
 DAISIN MARU, Japanese str., for Swatow.  
 EASTERN, British str., for Shanghai.  
 E. F. FERDINAND, Aus. str., for Singapore.  
 E. H. NORWEGIAN str., for Haiphong.  
 GLENOLK, British str., for Amoy.  
 HAIYANG, British str., for Swatow.  
 KOREA, American str., for Shanghai.  
 ORSTEN, British str., for Nagsaki.  
 SAMSON, German str., for Bangkok.  
 TAMING, British str., for Manila.  
 WELSH PRINCE, British str., for Yokohama.

## SHIPPING REPORTS.

The British str. *Haiman* reports: Fresh S.W. winds and fine.  
 The British str. *Nansung* reports: Light southerly winds, smooth sea, fine and clear weather.

## VESSELS IN DOCK.

June 29th.  
 ABERDEEN DOCK.—  
 KOWLOON DOCK.—*Honan*, *Argus*, *Tango* Maru, *Hilary*, *Hailan*, *Frya*.  
 COSMOPOLITAN DOCK.—  
 TAIKOO DOCK.—*Maple Leaf*, *Anhui*.

## VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.  
 Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship  
 Captain A. E. Gentles, will be despatched for the above ports on SATURDAY, the 3rd July, at Noon.  
 For Freight or Passage, apply to  
 DAVID SASSOON & Co., Ltd.  
 Agents.  
 Hongkong, 26th June, 1909. [879]

## JAVACHINA-JAPAN LINE.

For BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR.

Taking Cargo to all Ports in Netherlands India on through Bill of Lading.

THE Steamship  
 Captain A. Pander, will be despatched for the above Ports on or about SATURDAY, 3rd July.  
 For information as to Freight and Passage, apply to the  
 Head Agent of the  
 JAVACHINA-JAPAN LINE,  
 York Building, 1st Floor.  
 Hongkong, 26th June, 1909. [902]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
 Captain O. Jones, B.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 10th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACEDONIA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuables, all cargo for France and Tees for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT" due in London on the 22nd August, 1909.  
 Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 B. A. HEWETT,  
 Superintendent.  
 Hongkong, 28th June, 1909. [1]

## "SHIRE" LINE OF STEAMERS, LTD.

For MARSEILLES, LONDON AND ANTWERP.

THE Steamship  
 Capt. W. O. Tyers, will be despatched as above on or about the 12th July.  
 For Freight apply to  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents.  
 Hongkong, 24th June, 1909. [884]

## "CARDIGANSHIRE."

For MARSEILLES, LONDON AND ANTWERP.

THE Steamship  
 Capt. W. O. Tyers, will be despatched as above on or about the 12th July.  
 For Freight apply to  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents.  
 Hongkong, 24th June, 1909. [884]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blakes Pier. 3 From Blakes Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kariak, R.N.E.	P. & O. S. N. Co.	About 1st July.
LONDON &c. VIA USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	Owen Jones, R.N.E.	P. & O. S. N. Co.	On 10th July.
LONDON, & ANTWERP	SEGURA	Brit. str.	—	Hayes	JARDINE, MATHESON & Co., LD.	About 20th July.
ROTTERDAM, MARSEILLES & HAMBURG &c.	ISTRIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 20th July.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SITHONIA	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINIE	To-morrow.
HAYRE & HAMBURG VIA STRAITS, &c.	BEASILLA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 20th July.
HAYRE, COPENHAGEN & ST. PETERSBURG	SIAM	Swed. str.	—		MELCHERS & Co.	Middle of July.
HAYRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	J. Dolner.	HAMBURG-AMERIKA LINIE	On 6th July.
HAYRE, ROTTERDAM, BREMEN & HAMBURG &c.	SEGOVIA	Ger. str.	k. w.	Sachs.	HAMBURG-AMERIKA LINIE	On 4th Aug.
MARSEILLES, &c. VIA PORTS OF CALL.	TOURANE	Fr. str.	—	Lancelotti	MESSAGERIES MARITIMES	On 6th July, at
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 7th July, at
MARSEILLES, LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & Co. LD.	About 12th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 21st July, at
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	HIRANO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	About 30th inst.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	MANSHU MARU	Jap. str.	—		TOYO KISEN KAISHA	To-morrow, at 5
NAPLES, GENOA, ALGIERA, GIBRALTAR, &c.	P. R. LUTFOLD	Ger. str.	—	K. Kierchner.	MELCHERS & Co.	About 13th July.
BOSTON & NEW YORK VIA PORTS & SUZ CANAL	ST. PATRICK	Brit. str.	—		DOWELL & Co. LTD.	On 3rd July, at
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 14th July, at
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTREAL	Brit. str.	1 m.	Yamamoto	OSAKA SHOSHEN KAISHA	On 3rd July.
TACOMA VIA KEELUNG, SHANGHAI JAPAN, &c.	TACOMA MARU	Jap. str.	—	F. W. Davis	DOWELL & Co. LTD.	To-morrow.
VICTORIA, B.C. & TACOMA VIA JAPAN.	OSABO	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 6th July, at
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TANGO MARU	Jap. str.	—	K. Sato.	NIPPON YUSEN KAISHA	On 20th July, at
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	AKI MARU	Jap. str.	—	D. Lens	MELCHERS & Co.	On 18th July, at
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 9th July, at N
AUSTRALIAN PORTS VIA MANILA	KUNANO MARU	Jap. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 18th July, at
AUSTRALIAN PORTS VIA MANILA	TATIAN	Brit. str.	1 m.	McArthur	GIBB, LIVINGSTON & Co	On 21st July, at
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN, &c.	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 11th July, at
AUSTRALIAN PORTS VIA MANILA	CHITSAKA	Brit. str.	—	Sawyer	JARDINE, MATHESON & Co., LD	On 11th July, at
KOBE & YOKOHAMA	TAMBA MARU.	Jap. str.	—	C. H. Butler	JARDINE, MATHESON & Co., LD.	On 7th July, at
KOBE & YOKOHAMA	HIRANO MARU	Jap. str.	—	W. J. Davies	NIPPON YUSEN KAISHA	On 7th July, at
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 30th July, at
NAGASAKI, MOJI, KOBE & YOKOHAMA	ATSUTA MARU	Jap. str.	—	Wm. Thompson	BUTTERFIELD & SWIRE	On 2nd July, at
WEIHAIWEI, CHEFOO & TIENSIN	HUOHOW	Brit. str.	1 m.	E. Forsyth	JARDINE, MATHESON & Co., LD.	On 6th July, at
TIENSIN VIA WEIHAIWEI & CHEFOO	CHIPERING	Brit. str.	—	R. Mooney	NIPPON YUSEN KAISHA	To-morrow, P.M.
SHANGHAI, & KOBE	TOTOMI MARU	Jap. str.	—	R. Smith	BUTTERFIELD & SWIRE	To-morrow, at 10A.M.
SHANGHAI	ANSHU	Brit. str.	—	O. Pahnke	HAMBURG-AMERIKA LINIE	On 2nd July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLEIST	Ger. str.	1 m.	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	About 1st July.
SHANGHAI, YOKOHAMA & KOBE	SLAVONIA	Ger. str.	k. w.	A. E. Sandbach	JARDINE, MATHESON & Co., LD.	On 2nd July, at
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., LD.	On 3rd July, at
SHANGHAI, YOKOHAMA, KOBE & MOJI.	HANGSANG	Brit. str.	—	T. Arthur	JARDINE, MATHESON & Co., LD.	On 4th July, at
SHANGHAI	POORING	Brit. str.	—	Williams.	BUTTERFIELD & SWIRE	On 5th July.
SHANGHAI	LIWAN	Brit. str.	1 m.	Brudo	MELCHERS & Co.	On 5th July, at 3
SHANGHAI, YOKOHAMA & KOBE	YEDO	Dan. str.	—	M. Courtney	JARDINE, MATHESON & Co., LD.	On 6th July, at
SHANGHAI, KOBE & YOKOHAMA	CALEDONIAN	Fr. str.	—	Frazier	BUTTERFIELD & SWIRE	On 8th July, at
SHANGHAI	YATSHING	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 8th July.
SHANGHAI	YINGCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 11th July, at
SHANGHAI	DEIZA	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 18th July.
SHANGHAI	CHENAN	Brit. str.	1 m.	Bouman	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	ANDALUNIA	Ger. str.	—	H. Sugi	OSAKA SHOSHEN KAISHA	On 7th July, at
SHANGHAI	TIMARI	Dut. str.	—	F. W. Evans	DOUGLAS LARPAK & Co.	On 4th July, at
ANPING VIA SWATOW & AMOY	SOERU MARU	Jap. str.	—	J. W. Evans	DOUGLAS LARPAK & Co.	To-day, at 2 P.M.
TAMBUI VIA SWATOW, & AMOY	DAIGI MARU	Jap. str.	—	T. Fuseno	OSAKA SHOSHEN KAISHA	To-morrow, at 10
SWATOW	HAIMOU	Brit. str.	2 h.	W. C. Pennington	DOUGLAS LARPAK & Co.	On 2nd July, at
SWATOW, AMOY, FOOCOW & SHANGHAI	BUVIN MARU	Jap. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 4th July, at
SWATOW, AMOY & FOOCOW	HAICHO	Brit. str.	1 m.	E. Rodger	JARDINE, MATHESON & Co., LD.	On 3rd July, at
BOHON & HAIPHONG	YUNSHANG	Brit. str.	—	A. W. Underbridge	BUTTERFIELD & SWIRE	On 6th July, at 3
MANILA	ZAYBO	Brit. str.	—	R. W. Payne	JARDINE, MATHESON & Co., LD.	On 9th July, at
MANILA	TEAN	Brit. str.	1 m.	S. W. Almond	SEAWAY, TOMES & Co.	On 10th July, at
MANILA	LOONGSANG	Brit. str.	—	A. Somerville	BUTTERFIELD & SWIRE	On 13th July, at
MANILA	RUM	Brit. str.	—	G. H. Pennington	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	F. Semhill	BUTTERFIELD & SWIRE	To-morrow, at N
MANILA	SHANGKANG	Brit. str.	—	A. E. Gentles	MELCHERS & Co.	Beginning of Ju
MANILA	KUNANG	Brit. str.	—	J. Robinson	DAVID SASSOON & Co., LTD.	On 3rd July, at
MANILA	SOERU MARU	Brit. str.	—	F. F. F.	JARDINE, MATHESON & Co., LD.	On 6th July, at 3
MANILA	DAIMU	Brit. str.	—		BUTTERFIELD & SWIRE	On 2nd July, at 3
MANILA	BUVIN MARU	Brit. str.	—		JAVA-CHINA-JAPAN LINE	About 3rd July.
MANILA	HAICHO	Dut. str.	—			



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO Port SAID and MARSEILLES	NAMUR Capt. H. W. Kanrick, R.N.R.	About 1st July	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 1st July	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 8th July	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAULT Capt. O. Jones, R.N.R.	Noon, 10th July	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent,

Hongkong, 29th June, 1909.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
ILOLO	"SUNGKANG"	On 30th June, 4 p.m.
CEBU and ILOILO	"ICHANG"	On 1st July, Noon.
SHANGHAI	"ANHUI"	On 1st July, 4 p.m.
BATAVIA, SAMARANG and SOERABAYA	"SHANTUNG"	On 2nd July, 4 p.m.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 2nd July, 4 p.m.
BOHAI and HAIPHONG	"SINGAN"	On 4th July, D'light
SHANGHAI	"LINAN"	On 4th July, 4 p.m.
MANILA	"TEAN"	On 6th July, 4 p.m.
SHANGHAI	"YINGCHOW"	On 8th July, 4 p.m.
MANILA	"CHENAN"	On 11th July, D'light
MANILA	"TAMING"	On 13th July, 3 p.m.
MANILA	ZAMBONGA	
THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 19th July, 4 p.m.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANULI"  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light  
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.  
REDUCED FARES. Cargo booked through for all Australian, New Zealand and  
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior  
Passenger accommodation with Electric Light throughout and Electric Fans in the State-  
rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN,"  
"CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout  
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai  
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze  
and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of  
transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.  
TELEPHONE 35.

For Freight or Passage apply to—  
HONGKONG, 30th June, 1909.

BUTTERFIELD & SWIRE,  
AGENTS.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 2nd July, Noon.
MANILA	"YUENSANG"	Friday, 2nd July, 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 3rd July, Noon.
SHANGHAI	"FOOSHING"	Sunday, 4th July, D'light
SHANGHAI	"YATSHING"	Tuesday, 6th July, Noon.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHIPSING"	Tuesday, 6th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 6th July, 3 p.m.
KOBE & YOKOHAMA	"HINANG"	Wednesday, 7th July, 3 p.m.
MANILA	"LOONGSANG"	Friday, 9th July, 4 p.m.
MOJI	"CHUSANG"	Sunday, 11th July, D'light

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for  
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a  
to stay 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout  
with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang  
Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
Hongkong, 30th June, 1909.

GENERAL MANAGERS.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light, Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 3rd July, Noon.
RUBI	2540	R. W. Almond	Manila	On 10th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 28th June, 1909.

# DOUGLAS STEAMSHIP CO., LIMITED.

# HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON  
THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS  
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WEDDAY, 30th June, at 2 p.m.
"HAICHING"	SWATOW, AMOY & FOOCHOW.	FRIDAY, 2nd July, at 2 p.m.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO  
FOOCHOW WILL BE MADE DURING THE MONTHS OF JULY,  
AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL  
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR  
BLAKE PIER).

For Freight and Passage apply to—  
DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 30th June, 1909.

# HAMBURG-AMERIKA LINIE HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

# NEXT SAILINGS FROM HONGKONG:

# OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. SLAVONIA	2nd July
S.S. ANDALUSIA	13th July
S.S. SAXONIA	20th July
S.S. DORTMUND	26th July
S.S. SPEZIA	13th Aug.
S.S. C. FERD. LAEISZ	17th Aug.

Further Particulars, apply to—

Hongkong, 30th June, 1909.

# HOMEWARD.

FOR ANTWERP, ROTTERDAM & HAMBURG:	
S.S. SITHONIA	1st July
FOR HAVRE, BREMEN & HAMBURG:	
S.S. SCANDIA	6th July
FOR ROTTERDAM, Marseilles & Hamburg:	
S.S. ISTRIA	20th July
FOR HAVRE & HAMBURG:	
S.S. BRASILIA	20th July
FOR HAVRE, ROTTERDAM, BREMEN, HAMBURG:	
S.S. SEGOVIA	4th August

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

# PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July.
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to

Hongkong, 11th June, 1909.

MELOCHERS & CO.,  
AGENTS.

# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

# PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, P. N. Y. C.	BINGO MARU Capt. A. Christensen	6500	WEDDAY, 7th July, at Daylight
COLOMBO and PORT SAID	KAWACHI MARU Capt. H. Peterson	6500	WEDDAY, 21st July, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	S. TANGO MARU Capt. S. Ishikawa	8000	TUESDAY, 6th July, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	S. AKI MARU Capt. K. Sato	7060	TUESDAY, 20th July, at 4 p.m.
SHANGHAI and KOBE	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5000	FRIDAY, 6th Aug., at Noon.
KOBE and YOKOHAMA	YAMATO MARU Capt. T. Sekine	5000	FRIDAY, 9th July, at 5 p.m.
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9000	FRIDAY, 30th July, at 5 p.m.

# EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,  
COLOMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED  
FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

# CHEAPEST ROUND TRIPS

BETWEEN  
HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.  
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.  
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,  
MANAGER.

Hongkong, 8th June, 1909.

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-  
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—  
16, DES VŒUX ROAD,  
HONGKONG.

Japan Office:

14, WATER STREET,  
YOKOHAMA.

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# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	Second half of June	JAVA	Second half of June
TJIPANAS	SWATOW	Second half of June	JAVA	First half of July
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July
TJILWONG	JAPAN	First half of July	JAVA	First half of July
TJIKINI	JAPAN	Second half of July	JAVA	Second half of July
TJIBODAS	JAPAN	First half of Aug.	JAVA	First half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for  
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports  
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 29th June, 1909.

Telephone No. 375.

[18]

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSU MARU	5000 tons gross	Sail July 1st, at 5 p.m.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSU MARU	500 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 29th June, 1909.

[462]

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and  
fastest route, from the Pacific Coast to Chicago). Taking cargo on  
through Bills of Lading to all Overland Common Points in the U.S.A.  
and Canada, also to the principal ports in Mexico, Central and South  
America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG	"TACOMA MARU" Capt. Yamamoto	6,178	SATURDAY, 3rd July.
SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"PITPATRICK" Capt. ...	4,416	SATURDAY, 31st July.
	"SEATTLE MARU" Capt. ...	6,178	SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage  
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low  
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention  
given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China  
Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
SWATOW, AMOY, FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 1st July, at 10 A.M.
SHANGHAI	"DAIGI MARU" Capt. H. MURAYAMA	SUNDAY, 4th July, at 10 A.M.
TAMBUK-via-SWATOW	"SOSHU MARU" Capt. K. SUGI	WEDDAY, 7th July, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.  
First Class Cuisine.  
The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class  
Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local  
Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER.

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# VESSELS ON THE BERTH

HONGKONG-BOSTON-NEW YORK.

S.S. "ST. PATRICK"	About 13th July.
For Freight and further information apply to—	
SHEWAN TOMES & Co., General Agents.	
Hongkong, 3rd June, 1909.	[855]

"SHIRE" LINE OF STEAMERS, LTD.

For LONDON AND ANTWERP.

THE Steamship

"SEGURA"

Captain Hayes, will be despatched as above

on or about the 20th July.

The attention of passengers is drawn to the

excellent accommodation provided by this vessel

at cheap rates. She is specially adapted for

service in the tropics, being fitted with refrigerating

machinery, and Electric Fans in State-  
rooms. Doctor and stewardess are carried.

Fares to London £35.

For Freight, or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, 24th June, 1909.

[885]

# COMMON SENSE IS A NUTSHELL.

After medical work on the causes of most ailments,  
& effects of stress of self-care ever discovered for  
nervous & functional debility, depression of spirits,  
etc., with practical observations on marriage and full  
directions for removing certain disqualifications that  
destroy the happiness of married life. It also treats  
on urinary derangements, Rheumatism, Blood poisons,  
secondary syphilis, stricture, etc., and no suffering  
should fail to procure a copy of this plain, readable  
work for P.O. address from Mr. L. W. Medical  
Publisher, 55, Walsley Road, Gospel Oak, London.

# NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with LIND  
CHINA STEAM Navigation Co.'s fortnightly  
service house to CALCUTTA. Sailings from  
CALCUTTA for Cape Ports every fortnight.  
For Freight and further particulars,  
apply to

DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1898.

# Gutler, Palmer & Co.'s



SHIPERS

Gutler, Palmer &amp; Co., London.

AGENTS

SIEMSEN & CO.,  
HONGKONG.



## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate times of closing mails at Shanghai via Daire and Siberia  
3rd July at 3.30 p.m.

FOR	PER	DATV
SHANGHAI, NAGASAKI, KOREA & YOKOHAMA SIBERIAN MAIL TO EUROPE	Kristi	Wednesday, 30th, 9.00 A.M.
Hankow	Hakka	Wednesday 30th, 9.00 A.M.
Swatow and Bangkok	Takasaki Maru	Wednesday 30th, 11.00 A.M.
Singapore, Penang, and Colombo	Thordis	Wednesday 30th, 11.00 A.M.
Batavia, Cheribon, Samarang, Surabaya and Manassar	Rivano Maru	Wednesday 30th, 11.00 A.M.
Swatow	Tylojap	Wednesday 30th, Noon.
Manassar	Haiman	Wednesday 30th, 1.00 P.M.
Manassar	Sui Tai	Wednesday 30th, 1.15 P.M.
Manassar	Manassar	Wednesday 30th, 3.00 P.M.
Manassar	Manassar	Wednesday 30th, 5.00 P.M.

EUROPE, S.C. INDIA VIA TOUTICUMIN

P. B. Luitpold

Swatow, Amoy, Foochow and Shanghai

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## COMMERCIAL

EXCHANGE  
CLOSING QUOTATIONS.

ON LONDON	Jan 29th.
Telegraphic Transfer	194
Bank Bills, on demand	194
Bank Bills, at 30 days' sight	194
Bank Bills, at 4 months' sight	194
Credit, at 4 months' sight	194
Documentary Bills, at 4 months' sight	194
ON PARIS	Jan 29th.
Bank Bills, on demand	222
Credit, at 4 months' sight	222
ON GERMANY	Jan 29th.
On demand	180
ON NEW YORK	Jan 29th.
Bank Bills, on demand	43
Credit, at 60 days' sight	44
ON HONGKONG	Jan 29th.
Telegraphic Transfer	132
Bank, on demand	133
ON CALCUTTA	Jan 29th.
Telegraphic Transfer	132
Bank, on demand	133
ON SHANGHAI	Jan 29th.
Bank, at sight	74
Private, 30 days' sight	75
ON YOKOHAMA	Jan 29th.
On demand	85
ON SINGAPORE	Jan 29th.
On demand	75
ON BATAVIA	Jan 29th.
On demand	10
ON MANILA	Jan 29th.
On demand	84
ON SAIGON	Jan 29th.
On demand	84
ON BANGKOK	Jan 29th.
On demand	85
SOVEREIGNS, Bank's Buying Rate	Jan 29th.
GOLD LEAF, 100 fine, per tael	\$11.20
SILVER, per oz.	\$24.50

## OPIUM

Quotations are—	June 28th.
Malaya New	\$1,140/1,160 per picul.
Malaya Old	\$1,170/1,200 "
Malaya Older	\$1,210/1,250 "
Malaya V. Old	\$1,260/1,320 "
Persian fine quality	\$1,050/1,100 "
Persian extra fine	\$900/1,000 "
Patna New	\$990 per chest.
Patna Old	"
Bombay New	\$1,015 "
Bombay Old	\$1,010 "

## VESSELS EXPECTED.

**THE GERMAN MAIL.**  
The I.G.M. str. *Prinz Regent Luitpold* left Shanghai via Foochow on the 27th instant at 1 a.m., and may be expected here to-day at 6 p.m.

**THE INDIAN MAIL.**  
The Indo-China str. *Lalanga* left Calcutta for this port via the Straits on 19th inst., and may be expected here on or about the 5th prox.

**THE AMERICAN MAIL.**  
The P.M. str. *Siberia* sailed from Yokohama on the 28th inst., and is due to arrive at this port on the 5th prox.

**THE CANADIAN MAIL.**  
The C.P.R. str. *Monticello* arrived Yokohama at 6.30 p.m. on the 28th inst., and left again at 9 p.m. same day for Kobe, where she is due to arrive at 6 a.m. on the 30th inst.

**THE C.P.B. str. *Empress of India*** left Vancouver a.m. on Thursday, the 24th instant, for Hongkong via the usual ports of call.

**THE AUSTRALIAN MAIL.**  
The N.Y.K. str. *Yakata Maru* (Australian Line) left Thursday Island for this port via Manila on the 24th inst., and is expected here on the 5th prox.

**THE C.N. Co.'s str. *Taiyuan*** left Sydney on the 19th inst., and is due here on the 14th prox.

**MERCHANT STEAMERS.**  
The P. & O. str. *Sardinia* left Singapore for this port on the 25th instant at 8 a.m., and is due here to-day at about 4 a.m.

**The H.A. Line str. *Slavonia*** left Singapore on the 24th instant p.m., and may be expected here on the 5th prox.

**The N.Y.K. str. *Tokomi Maru*** (Bombay Line) left Singapore for this port on the 24th instant, and is expected here to-day.

**The C.N. Co.'s str. *Lianan*** left Shanghai on the 27th inst., and is due here to-day.

**The C.N. Co.'s str. *Singen*** left Haiphong on the 26th inst., and is due here to-morrow.

**The Glen Line str. *Glenora*** left Singapore on the 26th inst., and is expected to arrive here to-morrow p.m.

**The Bank Line str. *Gymeria*** sailed from Yokohama for Hongkong via Kobe, Moji, and Manila on the 5th inst.

**The Mexican & Oriental S.S. Line Ltd.'s str. *Eryll*** sailed from Saline Cruz on the 24th ult. for Japan and Hongkong.

**The Bank Line Ltd.'s str. *Kimeria*** sailed from Nagasaki on the 27th inst. for Hongkong via Manila.

**The J.C.-J. Line str. *Timahi*** left Billiton for this port on the 27th instant p.m., and may be expected here on or about the 4th prox. p.m.

**The N.Y.K. str. *Bingo Maru*** (European Line) left Kobe for this port via Moji and Shanghai on the 26th inst., and is expected here on the 5th prox.

**The N.Y.K. str. *Bombay Maru*** (Bombay Line) left Bombay for this port via Tutuorin on the 24th instant, and is expected here on the 14th prox.

## NAPIER JOHNSTONE'S

## "SQUARE BOTTLE"

## WHISKY.

## UNVARIED FOR

## 150 YEARS.

## THE SAME TO-DAY

## AS IN

## 1745

## BEWARE OF WHISKIES

## Sold under Similar Names.

## Known in Hongkong

## for

## Half a Century.

## SOLE AGENTS IN HONGKONG:

## LANE, CRAWFORD &amp; CO.

## and from ALL WINE MERCHANTS.

## [ 5 ]



OF QUALITY  
DENOTING  
THE ACME OF  
EGYPTIAN  
CIGARETTE

PERFECTION.

"They are social, soothing, blest,  
they have fragrance, force and  
zest."

IN 50'S & 100'S  
HERMETICALLY SEALED BOXES.  
FROM ALL TOBACCONISTS.

514-2]

The Ship of the  
Desert is no  
less famous than

**Bouton Rouge**  
and  
**Felucca**  
EGYPTIAN  
CIGARETTES



A Luxury  
to the man of  
Taste.

These two Perfect Brands are made by

Messrs. MASPERO FRERES in Cairo.

Connoisseurs know that Egyptian  
Cigarettes are the purest, most  
fragrant and aromatic cigarettes in  
the world and they must be made in  
Egypt where climatic conditions  
alone are favourable to their  
perfection.

Sole Agents:  
British-American Tobacco Co. Ltd.,  
Hong Kong.

London Office: 86, Strand.

## SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 29TH, 1909.

## STOCKS.

## NO. OF

## SHARES.

## VALUE.

## PAID UP.

## CLOSING QUOTA-

## TIONS CASH.

## BANKS.—

## Hongkong &amp; Shanghai Bank Corporation

## National Bank of China, Limited

## Bell's Asbestos Eastern Agency, Limited

## China Borneo Company, Limited

## China Light and Power Company, Limited

## China Provident Loan &amp; Mortgage Co., Ltd.

## COTTON MILLS.—

## Ewo Cotton Spinning &amp; Weaving Co., Ltd.

## Hongkong Cotton Spinning Co., Ltd.

## International Cotton Manufacturing Co., Ltd.

## Lao-King-Mow C. Spin &amp; Weave Co. Ltd.

## Soy Chee Cotton Spinning Co., Limited

## Dairy Farm Company, Limited

## DOCKS AND WHARVES.—

## H'kong &amp; Kowloon Wharf &amp; G. G. Co. Ltd.

## Hongkong and Whampoa Dock Co., Ltd.

## New Amoy Dock Co., Limited

## Shanghai Dock and Engineering Co., Ltd.

## Shanghai and Hongkong Wharf Co., Ltd.

## Fenwick &amp; Co., Limited

## Green Island Cement Co., Limited

## Hongkong and China Gas Co., Limited

## Hongkong Electric Co., Limited

## Hongkong Hotel Company, Limited

## Hongkong Ice Company, Limited

## Hongkong Rope Manufacturing Co., Limited

## INSURANCES.—

## Centon Insurance Office Co., Limited

## China Fire Insurance Co., Limited

## China Traders Insurance Co., Limited

## Hongkong Fire Insurance Co., Limited

## North-China Insurance Co., Limited

## Union Insurance Society, Limited

## Yangtze Insurance Association, Limited

## LANDS AND BUILDINGS.—

## Hongkong Land Investment Agency Co., Ltd.

## Humphreys' Estate and Finance Co., Ltd.

## Kowloon Land and Building Co., Ltd.

## Shanghai Land Investment Co., Limited

## West Point Building Co., Limited

## MINING.—

## Société Française des Charbonnages du Tonkin

## Reub Australian Gold Mining Co., Ltd.

## Pak Tramways Co., Limited

## Philippines Co., Limited

## REFINERIES.—

## China Sugar Refining Co., Limited

## Luzon Sugar Refining Co., Limited

## Robinson Piano Co., Limited

## STEAMSHIP COMPANIES.—

## China and Manila Steamship Co., Ltd.

## Douglas Steamship Co., Limited

## Hongkong, Canton &amp; Macao S.B. Co., Ltd.

## Indo-China Steam Navigation Co., Ltd.

## Shell Transport &amp; Trading Co., Limited

## Star Ferry Company, Limited

## South China Morning Post, Limited

## Sham Laundry Company, Limited

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## Shanghai and Hongkong Wharf Co., Ltd.

## Fenwick &amp; Co., Limited

## Green Island Cement Co., Limited

## Hongkong and China Gas Co., Limited

## Hongkong Electric Co., Limited

## Hongkong Hotel Company, Limited

## Hongkong Ice Company, Limited

## Hongkong Rope Manufacturing Co., Limited

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